

NATIONAL FISHERMAN

NOVEMBER
1957



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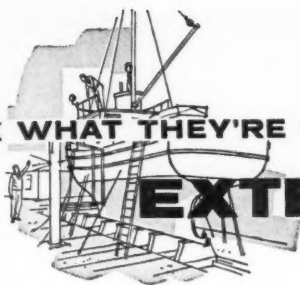
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a quick review of ideas and developments
in marine construction and accessories



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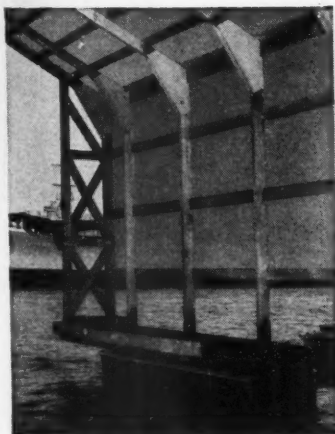


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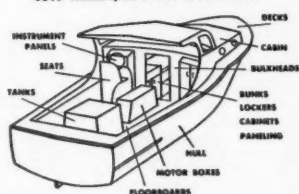


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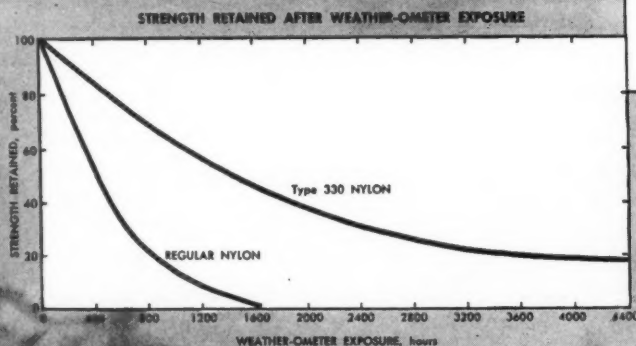
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NATIONAL FISHERMAN

The Fishing Industry Magazine

Determining Causes of Catch Fluctuations

Even with experience gained over the centuries in the age-old enterprise of fishing, man's best efforts to harvest the products of the sea are still based largely upon hope and guesswork.

To remedy this situation, research biologists of the U. S. Fish and Wildlife Service are seeking ways to take the guesswork out of fishing, so that time and money are not lost seeking "the fish that isn't there."

Painstakingly—and that's the way research operates—the fishery biologists are seeking the secrets of the sea, which bear upon where fish can be found, what makes them abundant and how they can be most efficiently harvested. More than 200 species of fish, currently used for human food, are involved in these studies which stretch from inland streams to mid-ocean.

The problem can be considered in two parts: (1) Developing methods for predicting when and where large numbers of desired fish can be found, by understanding what is responsible for variations in the supply. (2) Knowing the exact effects of various kinds of harvest.

The former will make it possible for the commercial fisherman to know exactly where to go to conduct the finny harvest, and the latter, the right way to conduct that harvest to maintain bountiful supplies.

Many interesting things are involved in these studies, such as ocean currents, water temperatures, chemical content of the water, and their effect on food supplies for various fish populations.

What influences favorable spawning conditions and causes good survival years; what stimulates growth

rates; the causes for abundance of food; how the effects of disease and predation are reduced?

How do heredity and the particular water in which the fishes live affect their growth; why and how to manage differently the species which live a long time and those which grow rapidly and have a short life span?

Answers to these questions must be found to take the guesswork out of fishing.

The goal of determining measures which will lead to continuing high annual fish production, gets closer as each new bit of scientific data is added to what is already known.

At a meeting of the American Fisheries Advisory Committee last year, a major topic of discussion was fluctuations in fish resources. The meeting was told that most biological research concerned with fish is directed toward understanding causes of fluctuations, in order to predict their occurrence.

Predictions of these fluctuations are not impossible, but they will remain unpredicted until all the skills of the meteorologist, the biologist and oceanographer are brought to bear on the forces which affect the fish.

In the eyes of the industry, the fishery biologist has gained greatly in stature during recent years. Today biological studies are looked upon as being essential to the progress and development of the fisheries. The industry is ready to co-operate in providing information which will aid scientific research and lead to more efficient and productive fishing operations.

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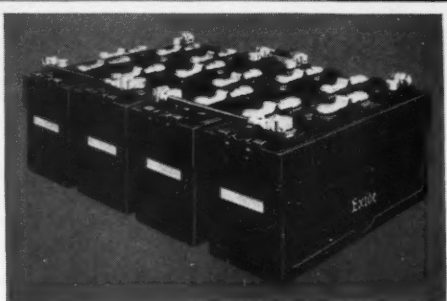
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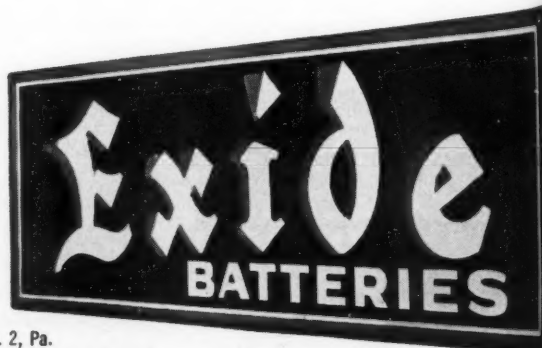
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"The weight-saving factors are the smaller quantities, 2,200 B. F. Goodrich floats instead of 3,500; the 25% less weight of each float and that B. F. Goodrich floats never become water-logged in use.

"The water absorbent property of cork

floats had been especially troublesome. The weight of the fish in the net would drag the water-logged floats under the surface, allowing a good part of the catch to escape. Then, too, the crew had to work all the harder because of the added weight of the water-logged floats.

"In our pre-B. F. Goodrich days, we had to install a completely new set of 3,500 cork floats while the old ones dried out during an entire season. B. F. Goodrich floats, on the contrary, can be transferred immediately, their buoyancy unimpaired even after three seasons' use. And since there are only 2,200 floats, the transferring is much faster.

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SPONGE PRODUCTS

FISHERY PROGRESS

► Consumption Increase Wanted

One of the practical answers to "import injury" was again highlighted by R. P. Fletcher, Jr., president of Booth Fisheries Corp. and legislative chairman of the American Seafood Distributors Association. In its Tariff Commission and legislative presentations, the ASDA has often emphasized that interests seeking higher tariffs and quotas on fishery products might show efforts to increase domestic consumption.

Fletcher stated that one problem of the seafood business is the inelastic ceiling on consumption. "For years, this country has consumed around 11 pounds of seafood per capita—never very much more or less. If we could raise that figure by one pound we would create a new market for 170 million pounds of fillets, or 500 million pounds of fish in the round." The effect of a one-pound increase in domestic consumption representing an increase of 170 million pounds of fish fillet may be contrasted with the 1956 groundfish fillets imports of 138 million pounds.

► Shrimp Catch Increases

Shrimp caught by United States fishermen and landed at ports on the South Atlantic and Gulf of Mexico coasts during June totaled 12.3 million pounds with a value of 6.4 million dollars, according to the U. S. Bureau of Commercial Fisheries.

Landings at Gulf ports totaled 10.3 million pounds, valued at 5.6 million dollars, representing an increase of 3 percent in volume and 26 percent in value compared with June 1956.

Brown shrimp landings made up 77 percent while pink was 20 percent and white 3 percent. The greatest Gulf production was in Louisiana followed by Texas and Mississippi.

Shrimp landings at Gulf ports during the first six months of 1957 totaled 37.0 million pounds, while production on the South Atlantic coast during the same period amounted to 3.4 million pounds.

► Fish Stick Output Higher

Early figures indicate that the production of fish sticks in the United States during the third quarter of 1957 totaled 13.3 million pounds. This is an increase of 17 percent over the third quarter of 1956. Cooked fish sticks were over by 2 million pounds while raw fish sticks declined about 150,000 pounds during the 1957 period.

Atlantic Coast states accounted for 83 percent of the total production while the Interior and Gulf states accounted for the remaining 17 percent.

During the first nine months of 1957, fish stick production totaled 39.4 million pounds while 38.9 million pounds were produced during the like period of 1956. The 1957 peak was reached in February with 5.3 million pounds. A period of decline followed, but since June the trend has been upward.

► Groundfish Imports Down 3%

During September 1957 imports of groundfish and ocean perch fillets and blocks amounted to 8.8 million pounds. According to data obtained from the U. S. Bureau of Customs this represents a decrease of 295,000 pounds or 3 percent over the same month last year. The reason for this drop was a 1.1 million pound decrease of imports from Iceland.

Canada led all other countries exporting groundfish and ocean perch fillets to the United States with 7.0 million pounds, a gain of 913,000 pounds. Compared with September 1956 Norway, Denmark, and West Germany showed a total decline of 187,000 pounds.

Imports of groundfish and ocean perch fillets and blocks during the first nine months of 1957 totaled 106.4 million pounds representing an increase of 3.4 million pounds compared with 1956. Canada represented 75 percent of the total imports for the 1957 period.

► Price Level Varies Slightly

The over-all wholesale price level for fishery products has fluctuated between 2 and 4 percent since February of this year. The August 1957 wholesale price index decreased 2.8 percent as compared with the previous month, but was up 1.6 percent from August 1956.

The August index for drawn, dressed and whole finfish declined 7.8 percent from the previous month and was lower by 13.9 percent compared with the same month a year ago. Lower prices in August 1957 for large haddock, halibut, and salmon were not completely offset by the higher prices for the fresh water species.

Fresh processed fish and shellfish prices were 5.4 percent lower in August than in July due to a seasonal drop in fresh shrimp prices at New York. Prices for frozen processed fish and shellfish increased by 1.8 percent from July to August because of higher frozen haddock fillet prices. There was a decline in the frozen shrimp prices that was sharper than indicated, due to the inclusion of the price of the scarcer white shrimp with the price of the cheaper, more plentiful brown variety.

The August 1957 index of the frozen processed fish and shellfish was

14.7 percent higher than the same month in 1956 due to an increase in the price of shrimp and haddock fillets. Canned fishery product prices for August were at the same level as the year before.

► Herring, Whiting Catches Up

Catches during the first eight months of this year showed substantial gains for 3 species over the same period of 1956.

The Maine herring catch was up almost 29 million pounds, the herring catch for Alaska increased by 11 million pounds, and landings of whiting in New England increased by 32 million pounds.

► Salmon Information Collected

When the Japanese took a postwar record catch of red salmon on the high seas while the American salmon run was extremely disappointing, the situation in the salmon fisheries of the North Pacific became acute. Against this serious background the American Section of the International North Pacific Fisheries Commission held its meeting at Seattle, Wash. in September.

Examination of preliminary reports showed a heavy concentration of salmon north of the Aleutians and slightly west of the provisional abstention line. In this area not heavily fished in previous seasons, the Japanese made a very large catch in a short period.

Unusual net marks on red salmon entering the Bristol Bay fishery in 1957 indicated gill nets of a smaller mesh than those used by American fishermen.

► Tuna Identity Date Confirmed

The U. S. Food and Drug Administration has confirmed the effective date for the standard fill of container for canned tuna and the withholding of effectiveness of parts in the definition and standard of identity for canned tuna. The regulations go into effect February 13, 1958.

The provisions requiring that the words "in water" are to be included in the name of the food when water is used as the packing medium, and the label declaration of tuna darker than Munsell value 5.3 as "dark tuna" are withheld until such time that they shall be determined as a correct or a misbrand.

► Developing Boneless Products

Boneless fishery products will really be boneless if present experiments by the Fish and Wildlife Service are successful. Experiments on fish sticks at the East Boston technological laboratory have proven the value of the fluoroscope in spot-checking for bone particles. Further experiments include work on fish fillets and fish blocks and are directed at developing methods of continuous scrutiny of fish products rather than the sample or spot check method.

Where's Charley?



Charley's... or Bill's... or Tony's exact location can be mighty important... especially if they... and the fish... happen to be at the same place!

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"Styrofoam absorbs practically no moisture and does not deteriorate. Therefore, it gives permanent insulation. Trips which were formerly long at 17 days are now extended to 45 days through this superior insulation.

"Styrofoam is lightweight, making it easier to install. It also helps keep the weight down in the boat, thus allowing considerable saving of fuel." One of Mr. Rankin's customers, Lawrence Shafer, St. George Packing Company, says, "Styrofoam pays for itself in three trips."

For specific information on how you can save money and improve operations with Styrofoam, write to THE DOW CHEMICAL COMPANY, Midland, Michigan, Dept. PL1726K-2

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DOW

Increased Shrimp Fishery Research Urged

Efficient management and systematic harvesting are stressed at the Gulf States Commission Mobile Meeting

THE growth of the shrimp industry has caught biologists by surprise and is one of the factors pointing up the urgency for research in the fishing industry. This research need was spotlighted at the Gulf States Marine Fisheries Commission's 8th annual meeting in Mobile, Alabama, October 10-11, at the Hotel Admiral Semmes.

Elected new chairman of the Commission was Dr. W. C. Holmes, of Foley, Alabama, succeeding E. J. Grizzaffi, commissioner of Louisiana. Howard D. Dodgen, executive secretary of the Texas Game and Fish Commission, Austin, Texas, succeeded Alabama State Conservation Director William H. Drinkard as vice-chairman. The Commission voted to hold its next meeting at Clearwater, Florida in March or April.

Until considerably more knowledge is available on the life cycle of the three known species of shrimp, no efficient management program can be effected for the systematic harvesting of shrimp in Gulf waters. This is the consensus of marine biologists participating in a panel discussion, involving summary reports presented. Dr. Donald L. McKernan, director Bureau of Commercial Fisheries, presided at the scientific session.

Dr. Clarence P. Idyll, research professor at the marine laboratory of the University of Miami, stated there are two critical problems facing the shrimp industry: One, administration; two, research. "No single fishery can manage without a fairly broad knowledge of the creature that constitutes the fishery. Compared with other types of fisheries, knowledge of the shrimp is sparse."

Particular praise was paid to Mrs. Bonnie Eldred, biologist, Florida State Board of Conservation, for her pioneering background work on the study of the shrimp. Mrs. Eldred presented a paper on "Observations of the Structural Development of the Gentalia and the Impregnation of the Pink Shrimp, *Peneaeus Duoratum*". The paper will be published at a later date. The Florida State Board of Conservation, confronted with varied problems involving pink shrimp and its industry, is carrying out extensive studies so that the fisheries can be regulated intelligently and over exploitation prevented.

Dr. McKernan pointed out that since the maintaining of the supply of fisheries is the most important problem in the Gulf, most of the research in the Gulf is aimed at defining harvestable stocks in size and location. He declared there must be a balance maintained between harvest and growth of population, which knowledge through research alone will bring. Dr. Idyll stated, "It is a discouraging picture lightened only by the prospect of knowledge."

Men Needed For Oyster Production

Oysters have a need in the research department with the question of water salinity involved in diseases affecting them. Philip A. Butler, chief of Gulf Oyster Investigations, led this discussion. An economic factor men-



At Gulf States Marine Fisheries Commission meeting: left to right—Hermes Gautier, Commission member from Mississippi; E. J. Grizzaffi, outgoing chairman; Bert E. Thomas, first Commission chairman; Frank W. Boykin, vice-chairman, House Merchant Marine and Fisheries Committee.

tioned in oyster production was the great need for men to locate areas where oysters will grow best, and men to work and harvest the crop.

David H. Wallace, director of the Oyster Institute of North America, said the oyster industry in the United States today is enjoying the greatest demand in its history. However, he stated that if action is not taken by both private producers and governmental agencies to increase production, to abate pollution of waters, and to combat destruction of oyster grounds, there is little future for the oyster industry on the Gulf Coast. During a later discussion, it was revealed that of the five states in the Gulf States Commission, Louisiana is the only state that has had an up-trend in oyster production in the last half century. This was attributed to research and private oyster beds.

Gulf-International Problems

William C. Herrington, Special Assistant for Fisheries and Wildlife to the Under Secretary, Department of State, presented a talk on "International Problems Affecting Gulf Fishermen". He stated that while international problems have been plaguing the North Atlantic, Great Lakes, and North Pacific for many years, the international problem in the Gulf area has appeared only in the last ten or fifteen years.

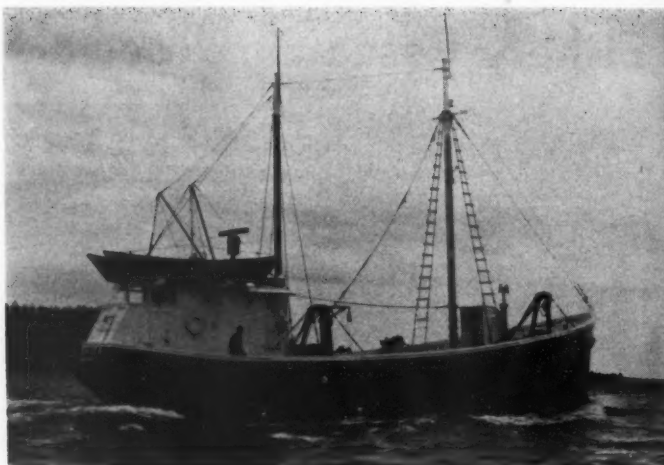
The two main problems, he said, are the conflict over breadth of territorial waters and international fish conservation. The State department is concentrating great effort and work on the conference to be held in Geneva, with emphasis on "Law of the Sea". Herrington declared that while the U. S. has sought a conference with Mexico to plan a solution and joint application of conservation, they have had "no reply to proceed".

Dr. McKernan stated that the fishing industry in the United States is second in the world only to Japan, and the industry is so important to the U. S. economy that even the people in the industry itself do not realize its full significance. "Close to 100 million dollars a year goes to the fishermen themselves," he said.

The need for stepped-up research to discover more fundamental knowledge of the relations of civil engineering works to marine fishing interests was emphasized by Major General Walter K. Wilson, Jr. deputy chief of the U. S. Army Corps of Engineers, in his address.

In another address, Arnie J. Suomela, commissioner U. S. Fish and Wildlife Service Department Interior, de-

(Continued on page 39)



Capt. Peter Andersen, left, and Harman Andersen and their new 72' dragger "North Sea" of New Bedford, Mass., built by Harvey F. Gamage, So. Bristol, Me.

Dragger "North Sea" Built For New Bedford Brothers

THE most recent addition to the New Bedford, Mass. fishing fleet, the newly-constructed dragger *North Sea*, completed her maiden voyage on October 11. The 72' vessel was named after the waters where the owners first began fishing as youngsters. The *North Sea* was built for the brothers Harman and Peter Andersen of New Bedford, by Harvey F. Gamage, Shipbuilder, South Bristol, Maine.

A third Andersen brother, Olaus, a non-partner, has shipped as a member of the crew. For the present, five men will fish the boat, instead of the full nine-man complement. Peter Andersen is the boat's captain and Harman is engineer.

Built from a 68-foot, round stern Condon design, the *North Sea* has a 17'6" beam and a 9'6" draft. Tonnage is 67 gross and 46 net, and her Fiberglas-insulated hold will carry 65,000 lbs. of iced fish. Power is supplied by a Model WAKD, 260 hp. Waukesha Marine Diesel, giving her a speed of ten knots. Fuel is held in four welded steel tanks with a 2,000 gallon capacity.

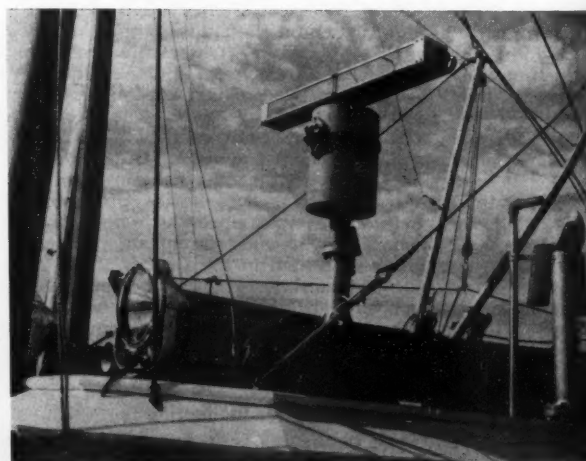
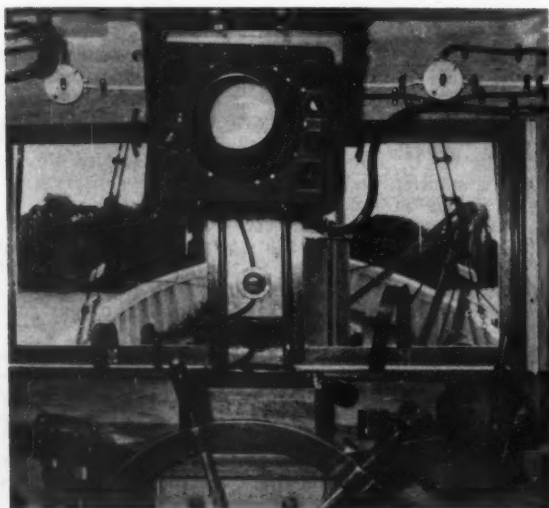
The vessel's masts, keel and planking are of Maine oak, decking is pine, and she has a steel engine trunk. Exterior Fir Plywood was used for deck house and dog house sheathing, for berth bulkheads and for the bulkhead between the engine room and after cabin. The boat is painted with Pettit finishes on the topsides and International copper paint on the bottom.

A two-cylinder Fairbanks-Morse auxiliary engine is used to drive the auxiliary generator, air compressor and pump, and winch and deck gear are of Hathaway make. Included in the electronic equipment are Edo radar, Bendix radio-telephone, Bendix depth recorder, Bendix direction finder and two Loran sets.

The *North Sea* sleeps nine. The fo'c's'le has six built-in berths and Formica-covered dressers. The berth fronts and the trim in the fo'c's'le are mahogany. There is a folding, mahogany topped mess table, a Model 10340 Shipmate oil-burning range, and a built-in ice refrigerator. A hand pump in a stainless steel sink provides fresh water from galvanized tanks of a 400-gallon capacity.

The after cabin is arranged with two built-in berths, locker and storage space. The Captain's stateroom has a built-in berth and chart table. Hot water heat is provided through radiators in the pilot house, stateroom and engine room.

The Andersens are from a seagoing family in Norway and came to this country to join their father, fishing out of Brooklyn, N. Y. as dragger crewmen. They then came to New Bedford, where Capt. Andersen fished on the scalloper *Mary*, now the *Jennie*. His first command was the *Little Sea Hawk*, now named *Agda W.* Later Peter and Harman operated the *Carol* and *Estelle*, after which in 1949 they bought the *Shannon*.



Edo radar screen mounted over steering wheel of the "North Sea", and Edo radar antenna atop the pilot house.

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Operating The Danish Floating Trawl

Two skippers working together as a single unit may expect every chance for extremely successful catches*

THE Larsen mid-water trawl is briefly a Danish, wingless, square-mouthed trawl, towed between two boats at any desired depth. Damage due to snagging is rare and related expenses are kept down. It can fish at deeper levels and in more severe weather. It is easier to handle, and is less expensive to operate, compared with the conventional trawl. Following is a brief description concerning the operation of the Larsen mid-water trawl.

The net should be laying on the deck near the rail on the side of the boat from which the gear is to be operated; the foot rope on the deck, the headline on top of that, followed by the rest of the net with the cod end uppermost. The haul-up rope and four bridles are coiled separately with two bridles forward and two that will be passed to the other boat taken aft. The bridles are usually marked so that they are easily identified.

When both skippers have agreed on the place to shoot, the amount of wire to let out, and the direction to tow, the ship is stopped broadside to the wind, in normal trawling fashion, and the cod end of the net is thrown over to windward. As the cod end sinks down and away the net and haul-up rope are payed out until the whole net is in the water. When 3 or 4 fm. of the bridles are over the side they are checked on two wooden bollards. One of the bollards should be a few feet aft of the forward shrouds and the other just forward of the after gallows. The net will now lay in 3 or 4 fm. of water, the weight taken on the bollards so that the after set of bridles can be easily passed to the other vessel.

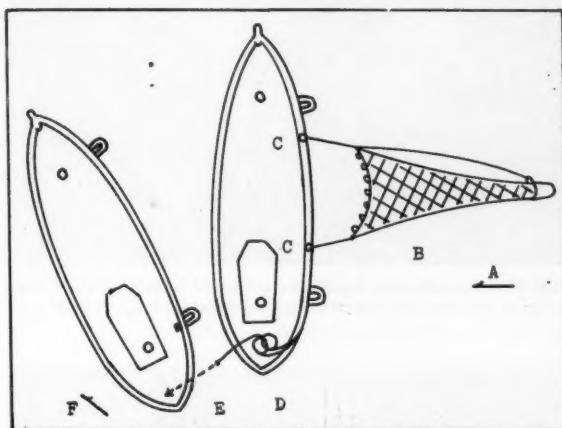
The second vessel now approaches from astern and passes under the lee quarter to receive the heaving line. The boat is stopped and the bridles hauled aboard and made fast to clip links in the warps, the forward line being brought aft to the gallows in readiness. The remaining or forward pair of bridles are made fast to the warps that are ready in the gallows of the first boat, and when both boats are ready, the bridles are thrown off the bollards and the boats move slowly ahead and away from each other until they pick up the strain of the net and tow it evenly between them. When both boats are on course, the speed is increased and they bear slightly away from each other, running out the wires.

Experience Determines Depth of Trawl

The amount of wire needed to get the net down to any depth at a given speed is arrived at through experience. However, there is a device made of brass—a cross between a spirit-level and a protractor—from which the depression angle of the warp line can be read, when the device is laid on the wire and leveled off. Such calculations are not accurate and only trial and error will show which length of warp gives the best results. When a number of groups are in an area they will soon see which boats are getting the best results and adjust their gear accordingly.

The distance between the boats when towing is also a matter of experience, but one half the length of the warps, exclusive of the bridles, is the usual case. When small amounts of warp are used, the length of bridles should be taken into consideration and half the total length be taken as the distance. The station keeping, in most instances, is done by eye but a measured rope stretched between the boats may be helpful. The ideal fishing pair is two boats of the same size, with identical engines, fishing at the same number of revolutions per minute. When this is not possible, the more powerful of the two should keep station with the other and take the outside track when turning.

The speed of towing depends on the type of fish, but usually the faster the better. Some of the big Swedish



Shooting the gear: a—wind, b—net, c—bollards, d—bridles, e—heaving line, f—direction of approach.

craft are capable of towing up to 6 knots. The Danish boats tow at 4 knots for large herring, but slow down to 2½ to 3 knots when fishing for brisling (sprats), in order to avoid crushing them in the cod end.

Although the average fishing time is one hour, it may vary from two hours to ten minutes depending on the amount of the fish through which the net is passing. A watch should be kept on the echo sounder to see that the gear is not towed too long through heavy markings, as the weight of the fish may break the net or the small fish may be crushed. If the fish die they are extremely heavy and difficult to get aboard.

When the fish are well up in the water, it is necessary to fish with the headline only a few fathoms below the surface. The large Scandinavian boats add three rubber and canvas floats to the headline, in addition to the normal number of spherical floats. This has the effect of allowing the use of a greater length of warp without letting the net go too deep. Short warps should be avoided as they leave little room for maneuvering and, in bad weather, the weight of the boats can easily rip the nets.

Hauling Catch on

On deciding to haul, the boats head down wind and close in towards each other. When the gear is astern and to the windward, both vessels keep moving slowly ahead and at the same time heave in on the warps, staying about a boat length apart. When both have brought their weights and bridles up to the gallows, the way is taken off them and one set of bridles is passed back to the original boat by means of the heaving line.

The two bridles are taken round the stern to the windward side of the vessel and at the same time the skipper gives the boat a hard kick astern. This has the effect of allowing plenty of slack to be pulled in on the lower bridles and a couple of turns taken on the warping drums of the winch. The four bridles are then all pulled in together, the lower pair with the help of the winch and the upper two by hand. For this, small rollers are usually placed in the rail for hauling the lower bridles and afterwards removed.

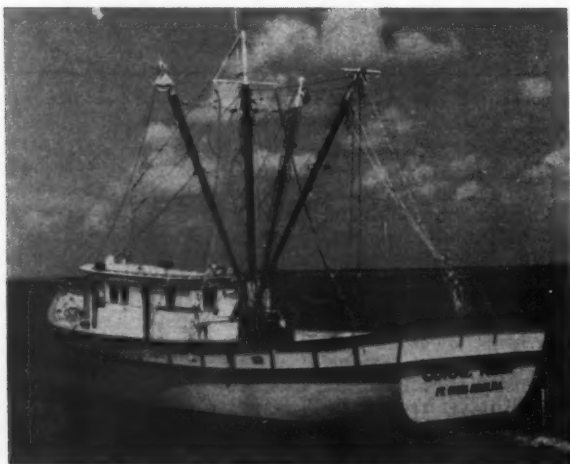
When the net is reached, three of the crew haul in the net in the usual trawling fashion, using the swell to help and shaking the fish down as they go, while the fourth man pulls in the haul-up rope. The slack of the net having been taken in and the fish hauled up alongside, the gilson

(Continued on page 30)

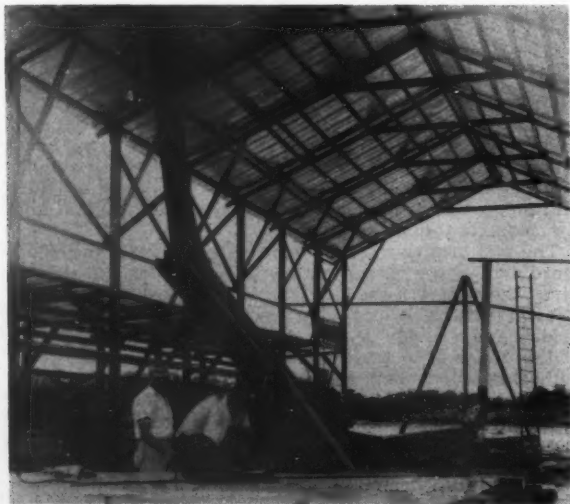
* This is the second of two installments on the Larsen mid-water trawl. The material was excerpted from an article by Alan Glanville, Brixham, Devon, England, published by the Fisheries Division of the Food and Agriculture Organization of the United Nations.



John Pterudis, left, and Don Kiesel, owners of General Marine Boatyard, Inc., Fort Myers Beach, Fla., builders of the "Coral Reef".



The new 71' Caterpillar-powered trawler "Coral Reef", owned by Charles and Hilbert Kiesel of Fort Myers Beach, Fla. now fishing out of Aransas Pass, Texas.



12" x 12" solid pine keel of shrimp trawler under construction in building shed of General Marine Boatyard, Inc. Shown working on the boat are Arlin Lewis, left, and Spiros Lakkas.

New Shrimper "Coral Reef" Built at Fort Myers

The new \$50,000 shrimp trawler *Coral Reef*, built by General Marine Boatyard, Inc., Fort Myers Beach, Florida, had a successful maiden voyage last month, bringing 50 boxes of shrimp into Aransas Pass, Texas. Owned by brothers Charles and Hilbert Kiesel and captained by J. R. (Tex) Woolf, she is the first trawler to be constructed in the Fort Myers area.

The owners of the *Coral Reef* operate the Beach Packing Co., with plants at Fort Myers Beach and Aransas Pass, and have six other boats. The trawler will fish out of Texas until next month, when she will return to Fort Myers.

General Marine is located on San Carlos Island and is owned by John Pterudis and Don Kiesel. It began operations last March when three acres of mangrove on Matanzas Pass were cleared and dredged. Arlin Lewis, who is responsible for the *Coral Reef*, came to the beach from St. Augustine to design shrimpers for the new organization. He has spent thirty years in the boat building business and was owner of the Lewis Boat Works in Patterson, Louisiana.

The *Coral Reef* is constructed of 2" cypress planking has a 12 x 12 solid pine keel, 4½ x 2½" steam bent oak ribs and is 71 feet in overall length. Construction members are treated with Cuprinol preservative, and the vessel is painted with Henderson & Johnson "Gloucester-Sea Jacket" products. The fish hold is insulated with a four inch thickness of Styrofoam. Her wheelhouse is mahogany panelled.

The trawler is powered with a 150 hp., D342 Caterpillar Diesel with Snow-Nabstedt 3:1 reduction gear and Twin Disc power take-off. The engine swings a 50 x 34" Columbian propeller and is cooled through a Walter keel cooler. For auxiliary power, the boat has a one-cylinder Lister Diesel connected to a 1500-watt Delco-Remy generator and Jabsco bilge pump.

Fishing gear includes Stroudsburg 515½T hoist, Rochester wire cable, Columbian rope, Linen Thread Gold Medal nets and Madesco tackle blocks. Other equipment includes Ritchie compass, Bendix depth recorder, Apeldo radio, Kidde fire extinguishers, Real Host galley stove, and One-Mile-Ray searchlight.

The boat was christened by Dorothy Kiesel, daughter of Charles Kiesel who was in Texas with his brother and could not attend the ceremonies. The Rev. Ralph R. Johnson, vicar of St. Raphael's Episcopal Church, Fort Myers, pronounced the blessing. In attendance were Don Kiesel, John Ferguson, president of the Shrimp Association of America and Southeastern Fisheries; Phil Wood, executive secretary of the United Shrimp Producers Association.

Four shrimp trawlers are now being built simultaneously at General Marine Boatyard, with 18 men now employed there. The first of three 68' trawlers for Charles Ludwig of Miami and Tampa, Florida, with a D-342 Caterpillar Diesel, will be launched this month by the yard. Sixty-three footers are under construction for Charles F. Green of Fort Myers, who also will power with a D-342 Caterpillar, and for Pete Hulsebosch of Corpus Christi, Tex. The owners of the *Coral Reef* have ordered a 68' trawler for Spring delivery. In addition to building facilities, General Marine Boatyard is equipped to handle general marine repairs.

International Fishing Gear Congress

An International Fishing Gear Congress convened by the Food and Agriculture Organization (FAO), was held in Hamburg, Germany on October 7-12. It was attended by several hundred delegates from all parts of the world, and more than 100 papers were presented by fishing gear experts.

Maine Sardine Industry Publicizing Its Products

The many ways in which sardines can be used and prepared by the housewife to make tasty meals, sandwiches and snacks for the whole family, featured a pre-view of the Maine Sardine Council's newest film "Sardines from Maine, Down-East Style", at a meeting of sardine canners in Bangor last month.

The film is in 16 mm. with full color and sound and runs for thirteen minutes. Much of the footage was "shot" in Maine and around the theme that sardines are good food whether eaten in the summer, fall, winter or spring. Other scenes were made in various parts of the country.

The film opens with a brief showing of the fish harvesting and canning operations and then concentrates on the uses and preparation of Maine sardines under many conditions as well as the various types of pack, oils and sauces.

Several new sardine products have been developed by new products technologists Mrs. Hazel Williams in the industry's Bangor laboratory. These products were recently tested by an industry committee and those considered to show the most promise will be used later in further tests.

The committee testing these new products included John Toft, R. J. Peacock Co., Portland; Burleigh Crane, chairman, J. H. Wyman & Sons, Milbridge; Daryl Crane, Holmes Packing Co., Eastport; Edwin Witham, Green Island Packing Co., Rockland; James Warren, president Maine Sardine Packers Assoc., Lubec and Mrs. Williams.

Lobster Interests Charged with Price-Fixing

Four lobster companies, three lobster dealers, the Maine Lobstermen's Association and its president, will be tried in U. S. District Court in Portland next month on Federal price-fixing charges.

The lobster concerns were accused of working to set maximum prices of lobsters bought from fishermen and of trying to persuade other dealers to join them. The lobstermen's association was charged of conspiring to set minimum prices and trying to have non-member lobstermen join them.

The Federal investigation which led to the indictment came as an aftermath of two work stoppages last Summer by the lobstermen. They refused to haul traps in unsuccessful attempts to get increased prices from the dealers for their lobsters. The fishermen are reported to have wanted at least 35 cents a pound, while the dealers held out at 30-32 cents.

Maine Landings Increase

Landings of fish and shellfish at Maine ports during July amounted to 62.4 million pounds valued at \$2,600,000. This represented an increase of 5.4 million pounds in volume and \$663,000 in value compared with the same month of last year. Herring led all other species in volume and accounted for 67 percent of the month's total landings. Other leading species were ocean perch, whiting and lobsters.

Lobster landings during July amounted to almost 3.0 million pounds valued at \$1.1 million. These landings were more than double the production reported for the same month of last year, reflecting an unusually early appearance of shedder lobsters in volume.

During the first seven months of 1957 the total Maine landings were 165.2 million pounds valued at \$7.9 million. This was an increase of 18 percent in quantity and 10 percent in value compared with the same period a year ago.

Garage Building Three Draggers

A 59' dragger has been ordered from the Gamage yard by Capt. John S. Cottle of Point Judith, Rhode Island.



50' GILL NETTER "MAURICE G. DAVIS" of Portland, Me. Capt. Roy Curtis is skipper and part owner. The boat has a 110 hp. Diesel and uses Linen Thread Co. Nylon nets.

She will be powered with a Model NRTO-6-M Cummins Diesel rated 230 hp. at 1850 rpm., with 4.1 Capitol reduction gear.

Gamage now has under construction two 93' draggers for Joseph Perry of New Bedford, Mass., which will have D397 Caterpillar 480 hp. turbocharged Diesels, sold by Perkins Machinery Co., Inc.

Disabled Dragger Rescued

Disabled by a breakdown off Old Anthony Buoy, Cape Elizabeth, early this month, the 45' Portland dragger *Three Brothers* was towed into her home port by the Coast Guard. Distress signals from the boat owned by Capt. Michael Iaconeta, were spotted from the Coast Guard's lookout tower at Cape Elizabeth, and a speedy rescue was made.

Two Trawlers to be Repaired

The big Portland trawler *Minnie* was in Boston last month for repairs under a \$90,000 government fisheries loan to the owner, George I. Lewis of Portland.

The government also granted Lewis \$65,000 for repairs to the trawler *Courier*.

Bids for the work on the *Courier* have been received from Story Marine Railway, South Portland; Frank L. Sample Shipyard, Boothbay Harbor and Forty Fathoms Shipyard, Rockland. These bids have to be submitted to U. S. Department of Interior for approval before Lewis can award the contract for the work on the *Courier*.

Air Wall Guides Herring In Tests

Experiments by the Bureau of Commercial Fisheries, made at Pleasant Island, Tenants Harbor, Maine, indicate that a wall of air bubbles may become an important tool for the fishing industry. Present tests are using the air-wall to guide herring into or away from specified areas.

Small planes are used to locate schools of herring and to direct the laying of the airwall apparatus. The wall is created by placing a perforated hose along the bottom of the sea and supplying air by means of a shipboard compressor.

When a school of herring comes up against the wall of air bubbles, it flattens out and refuses to penetrate it. A few find their way around the barrier. Efforts to herd the herring into a pocket have been partially successful. The fish retreat before the airwall until they reach a certain concentration and then they break through.

Experiments will be continued to determine the conditions under which the airwall can be of most value to the commercial fishing industry and to solve some of the mechanical problems which have arisen.



"Admirals Pride" built for James and Anna Lindley, Bloomingdale, N. J. by Morehead City (N. C.) Shipbuilding Corp., and the boat's wheel house with mahogany finish and Ritchie Globe Master compass.

"Admirals Pride" is First 73' Hatteras Trawler

CONTINUING its introduction of redesigned and larger Hatteras Trawlers in each of its production series, the Morehead City Shipbuilding Corp. has delivered the first in its 73' line, the *Admirals Pride*. She was built for James and Anna Lindley of Bloomingdale, N. J., who bought the boat from the North Carolina firm for fishing and shrimping from Long Island, New York to the Gulf of Mexico. Capt. Larry Thompson of Atlantic City, New Jersey will be the skipper.

Comfort and fine finish are featured in the living space aboard the *Admirals Pride*. Interior of the deck house, 22' long and 9' 6" wide, is finished largely in mahogany. Aft of the wheel house, which is 5' in depth, is the 7'10" galley containing a table, sink with pump, chart table, and mahogany china cabinets. The table and sink counter-top are Formica covered. The sleeping quarters are 8'7" long and have four built-in mahogany bunks, a mahogany dresser, and two medicine cabinets with mirrors. The pine deck of the galley and sleeping quarters is puttied and varnished.

The keel of the *Admirals Pride* is one piece of 10" x 12" heart pine. The stem and knee are made from 10" x 14" and 10" x 16" white oak fastened with $\frac{3}{4}$ " galvanized bolts. The shaft alley, horn timber, and deadwood are 8" x 10" and 10" x 10" heart pine. Floor timbers are 4" x 10" heart pine bolted through the keel with $\frac{3}{4}$ "

galvanized bolts. Frames are $2\frac{1}{2}$ " x 4" steam-bent white oak, spaced on 12" centers and through bolted to the deck beams and floor timbers. There are four sets of clamps on each side. Inside ceiling, running from main deck to the bilge line, is 2" x 6" pine.

Deck beams are 4" x 8" heart pine sawed to the contour of the deck. The beam shelf is 4" x 4" steam-bent white oak. Decking is 2" x 4" pine, fastened with $3\frac{1}{2}$ " boat nails, counter-bored and plugged. Engine stringers are 4" x 10" pine, doubled from the forward bulkhead to the after end of the stuffing box. Bulkheads are framed of 4" x 4" pine and double-planked with 2" x 6" and 2" x 8" pine. The transom is framed of $2\frac{1}{2}$ " x 4" oak and double-planked with 2" pine.

The *Admirals Pride* is powered by a General Motors 6-110 Diesel of 210 hp. at 1800 rpm., with 4.5:1 reduction gear. The 52" x 38" 4-blade Federal propeller is mounted on a 3" Tobin Bronze shaft. Fuel capacity is 4200 gallons in four tanks and lube oil capacity is 70 gallons.

The main generator is a 1500-watt Delco-Remy and the auxiliary generator is a 750-watt Onan. There are four 8-volt Surrette batteries. Other equipment includes a $1\frac{1}{2}$ " Marine Products main-bilge pump, two $1\frac{1}{4}$ " Jabsco pumps, Model C453 Globe Master Ritchie compass, an Apelco 190 radio and a Bendix DR-12 depth recorder, and a Hathaway 13823X hoist.

Mississippi Seafood Operators Oppose Japanese Oyster Imports

Seafood company operators attended a meeting in Biloxi last month where they were told of some of the problems facing the oyster industry, among them the flooding of the American market with imported Japanese-canned oysters.

William Ballard, president of the Oyster Growers and Dealers of America, told the group that present encroachment upon the industry by certain rules and regulations vitally concerns everyone in the industry. He stated that his organization is trying to work with such federal agencies as the Food and Drug division, in making rules and regulations with which fishing company people can live, rather than unfair restrictions.

David Wallace, director of the Oyster Institute of North America, reported that since 1952 the importing of such oysters from Japan has grown tremendously from 600,000 pounds to 1,900,000 pounds in 1956.

Yellowfin, Snapper Landings Increase

The June landings of commercially-caught fishery products at Mississippi ports totaled 21.4 million pounds. Compared with receipts reported for the same month of last year, this was less than one-half the volume landed. A drop of 26.5 million pounds in the production of menhaden was largely responsible for the reduced June 1957 landings. Gains in the production of yellowfin tuna, red snapper, and hard crabs did not compensate for the decline in the overall total catch.

Head of Seafood Group Dies

Joseph Oswald Chatham, Sr., 52, president of the Gulf Coast Shrimpers and Oystermen's Assoc., died in Biloxi last month following injuries received in an automobile accident. Chatham had been active in the seafood workers' union, having served five years as secretary, before becoming president in 1944.

San Pedro Fishermen's Fiesta Hears Senator Kuchel

SENATOR Thomas Kuchel, guest speaker at the 11th annual Fishermen's Fiesta, told a crowd of over 40,000 that he and Senator Warren Magnuson of Washington, are authoring new legislation to establish quotas on the importation of foreign tuna, especially tuna shipped from Japan.

"Legislators have barely scratched the surface in aiding fishermen," he said. Basis of the new legislation will be hearings on fishing scheduled in December by the Tariff Commission, the Senator said. "These hearings will bring to light facts, I trust, that will serve as a foundation for legislation that will stabilize the fishing industry."

Honored guests included Lt. Governor Harold J. Powers, State Senator Richard Richards, Assemblyman Vincent Thomas, Los Angeles County Supervisor Burton Chase, Los Angeles City Council President John S. Gibson, and members of the armed forces. Special guests were Tom Carr, oldest San Pedro boat skipper, and Aniello Scalo, oldest San Pedro fisherman.

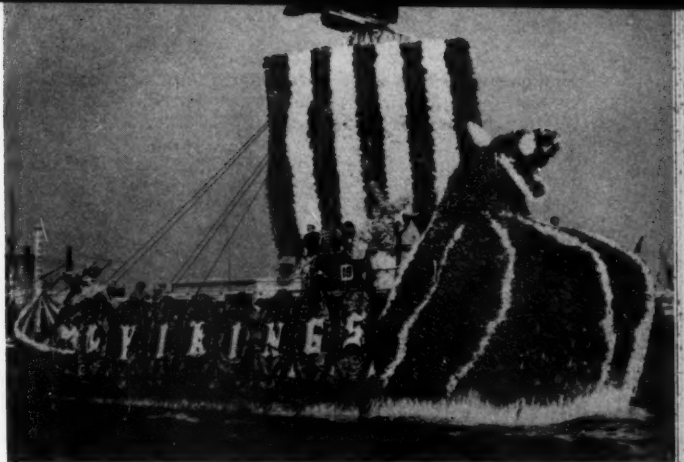
During the day-long climax to the three day fiesta, nearly 300,000 persons were recorded as having visited the Fisherman's Wharf to watch the colorful parade of decorated purse seiners. Several million saw the spectacle televised on a national network. The festivities opened with a solemn high mass celebrated by Bishop Timothy Manning in Mary Star of the Sea Church in San Pedro. The pageantry moved down to the seaside as devout fishermen carried a gold statue of the patroness, the Blessed Virgin, to Fishermen's Wharf, escorted by plumed Knights of Columbus, and an armed forces color guard.

The annual dockside ceremony honoring fishermen who died at sea in the past year assumed special significance as the fiesta was dedicated to Tom Pugliese, a San Pedro fisherman who drowned the night before after falling off the boat *Santa Rita* as it was being decorated for the parade. White-gowned daughters of San Pedro fishermen scattered red roses on the water before the boat parade in memory of Pugliese and others who passed away in the last year. Bishop Manning then blessed the fleet and asked for good fishing in a special prayer.

The fleet then began its parade, led by the *Western Monarch* skippered by John Zankich, president of the Fishermen's Cooperative. Enthroned in a shell on the lead boat were Skipperette Frances McHale and her two mates, Juanita Gomez and Lynn Husted. The boats paraded back and forth down the main shipping channel in San Pedro, then headed for Long Beach, about seven miles away, where crowds waited on piers to see the parade. Taking part were 25 decorated boats and several dozen smaller craft.

The *St. Aniello II*, decked out as a Viking marauder was named the sweepstakes winner. The four Guglielmo brothers, Lorenzo, John, Philip, and Peter, all of San Pedro, helped in preparing the prize winner which took the \$1000 first prize. It was the same boat which won the non-sponsored trophy in 1956. *City of Pacific Grove*, decorated as the "Boy on A Dolphin", skippered by Sal Manzella, won the second prize of \$750. Third prize of \$500 went to Skipper Andrew Tipich's *Sea Pride*, decorated as "Wynkin, Blinky, and Nod". First prize in the non-commercial sponsored section went to the *Jo Ann*, sponsored by the California Fisheries Cannery with the theme of "Vikings of the Sea". Winner in the commercial division, not eligible for the grand prize, was the *Comet*, sponsored by Van Camp Sea Foods Co., depicting "Davy Jones Locker".

Other prize winners were Skipper Frank Coscetti's *Gigi*, as "Bali Hai", *Santa Teresa*, skippered by John Sima, as the "Flying Dutchman," and the *Russo Brothers* skippered by Sam Russo as "Leda and the Flying Swan."



The "St. Aniello", prize winning vessel at the San Pedro, Calif., Fiesta.

California Crab Catch Sets All-Time Record

A record-breaking crab catch at San Francisco, Eureka and Crescent City was made during the 1956-57 season, according to the California Dept. of Fish & Game. A total of 17,730,240 pounds were landed by fishermen at the three areas. It was the best haul during the 41 years that California has been keeping records on crab production.

Also, for the first time in many years, the one-man boats from San Francisco did better than the larger three-man boats operating out of Eureka and Crescent City. The San Francisco catch, shared by 100 to 300 boats, totaled 8,891,790 pounds. The combined Eureka-Crescent City catch, divided by a smaller fishing fleet, was 8,838,450 pounds for the season.

It marked a good comeback for the industry which in the spring of 1955 was completely "fished out" in the San Francisco area several months before the end of the season. The complete 1955 California crab catch totaled only 5.7 million pounds or less than a third of this year's catch. Last year the crabs returned to give fishermen an average year of 11.2 million pounds. Fish and Game Department scientists believe the next two years will be good.

Shrimp Quotas Reached

For the first time in a single year, California's growing ocean shrimp industry in two areas reached catch-limit quotas ahead of the scheduled legal closing date.

The shrimp fleets operating out of Bodega Bay and Fort Bragg reached their limits well ahead of the October 15 closing date. When the season's quotas are reached ahead of time the operators are given two weeks' notice before the shutdown order becomes effective, thus avoiding a sudden curtailment of their business activities. The shrimp industry also operates out of Crescent City, Eureka and Morro Bay.

Selling Tuna at Auctions

A weekly auction instead of set price contracts with cannery is now being used by the San Diego tuna fleet to sell its catch. Local clippers previously had either fished under a blanket agreement between the ATA and the cannery or by individual contracts with cannery.

The American Tunaboat Association, which represents most of the larger vessels at San Diego began auction sales last August as a means of breaking a tie-up of the tuna fleet. Packers had stopped buying domestic yellowfin and skipjack last summer with the result that, by August 20, San Diego harbor held more than 50 clippers with holds full of tuna.

Harold Cary, manager of the ATA, said the auction system stimulated competitive buying immediately, al-

though initial bids were lower than the price which boats had been getting prior to the tie-up. For the first several auctions, yellowfin brought about \$230 a ton and skipjack \$190 a ton.

Disagreement among fishermen and boat engineers about sailing under the auction system held the clippers in port for several weeks after many of them were unloaded and ready to sail. This was resolved when boat owners signed an agreement with crew men promising a minimum price of \$270 and \$230. If fish sells for less than this at auction, owners will have to make up the difference from their share of the catch.

Sardine Fleet Remains Idle

San Pedro's sardine fleet remained idle as late as October 22 as a clash between two unions over what price to accept for sardines continued to tie up the 100 boat purse seiner fleet.

Impact of the costly strike and tie-up of the fleet can be judged by the fact that a special act of legislature last year set the sardine season limits as September 1 to December 31 in order to give local fishermen a better opportunity to catch large schools of sardines which usually pass by this area during early September and early October.

Because of the tie-up, however, the fleet has already missed nearly two months of its season, the two months generally considered the most productive.

Meanwhile a fleet of seiners from Monterey, fishing out of Port Hueneme about 100 miles from San Pedro, have landed nearly 8,000 tons of sardines this year, indicating a fairly good run of sardines this year, since only about 12 boats are in the northern fleet.

Receipts at the three districts up to October 24 were only 9,775 tons, 58% less than last year.

Largest Catch of Season Landed

The fishing schooner *Star of the Sea* came into port September 23 with 190 tons of albacore, reported to be the largest single catch of the season. The crew received \$300 a ton for the catch. The price was increased that week from \$290 to \$300 with all canneries paying the same price.



THE 43' "BONITA" fishes salmon and albacore for Joe B. McAlpin, Aptos, Calif. She has 85 hp. General Motors Diesel and 3:1 Twin Disc reduction gear. Northill anchor, Akervick gurdy, and Hackensack fishing lines are part of her equipment. She is finished with Woolsey paint.

Whaling Staging Comeback

The once-thriving whaling industry is staging a comeback with three boats based at San Pablo reviving the quest for whales. The boats belong to the Del Monte Fishing Co. of San Francisco, headed by Otto Weissich, a fisherman for 43 years. Modern technology has helped revive the whaling industry and the company uses "everything but the squeal" in marketing the 50-ft. 100,000 pound mammals.

The five-man boats head out at dawn for the hunting grounds between San Francisco and the Farallon Islands 20 miles off-shore. The boats are equipped with harpoon guns in the bow, and stay out until they catch whales. The catches are then towed by the tail to San Pablo where they are hauled out of the water and cut down by men wielding razor-sharp knives attached to long poles.

The blubber is boiled down, but instead of being used for heat and light, it is sold to manufacturers of paint, soap and lipstick. Ranchers feed it to cattle. Mink farmers and pet food producers buy the meat. Anything that's left over is put in the grinder and sold for chicken feed.

Since April, a catch of 207 whales has been made which is considered a very good haul.

To Operate in South American Waters

The *Jenita*, a 261-ton San Diego tuna clipper will join the fleet of the Westgate-California Tuna Packing Co. operating in South American waters. The tuna packing firm has contracted with George McHenry, owner of the *Jenita*, for fishing operations for a year or more out of Paita, Peru.

Now fishing out of Paita are the San Diego clippers *Mary Jo*, *Judy S.*, *Sun Splendor*, *Lucy Elena*, *Sun Giant* and *Talisman*. The bulk of the catches from these vessels are transported to San Diego on the refrigerating motorship *Puerto del Sol*, which was due in port on November 1 from Peru with 900 tons of frozen yellowfin and skipjack.

Six other San Diego clippers are fishing for the Van Camp Cannery at Ponce, Puerto Rico. They are the *Far Famed*, *Intrepid*, *Katie Lou*, *Magellan*, *Royal Pacific* and *Sea Magic*. They fish in the Gulf of Panama and off the west coast of South America.

Record Sales During Seafood Week

The Southern California Fisheries Association reports that during Seafood Week in the Los Angeles area, new sales records for fishery products were produced.

Many markets, restaurants and institutions cooperated for the first time this year, and Seafood Week specials were advertised through the generous use of posters and banners. In addition many thousands of recipes were distributed and well arranged seafood displays added up to exceptional overall increases in sales of fish and seafood.

The Association featured lobster as the October seafood of the month with eastern oysters, rockfish and trout as companion items.

Marine Railway Put Into Use

The long awaited ship ways in Moss Landing were put into operation recently when the troller *Lizzart* was hauled out for installation of a new rudder. Wilbur Sandholdt, builder of the ways was persuaded this was sufficient emergency for an initial tryout of the big electric winch and heavy railway.

It was an important step in the development of Moss Landing. For a long time boat owners up and down the coast have looked over the area where the yard was first planned and during the past two years, actually under construction, realizing it was an ideal location for the haul-outs so necessary for the maintenance of their vessels. Originally designed for small boats, it now has been expanded to take care of vessels up to purse seine size.

THE EVERETT WASHINGTON fishing fleet dock with plant of Chase Seafoods in the background.



Washington Establishes New Puget Sound Herring Fishery

Establishment of a new herring fishery in Washington waters was announced recently by State Fisheries Director Milo Moore. For the first time since fishing has been regulated in the State, fishermen are permitted to take herring in the northern part of Puget Sound. A quota of 15,000 tons was set for the period between October 1 and February 15. The new regulation allows American fishermen to harvest herring in the area along the international boundary in Haro and Georgia straits.

Skagit Fisheries, Inc. of Anacortes has entered this new fishery and will process both oil and meal. Several thousand dollars' worth of new equipment is being installed to handle the work and three 82-ft. boats belonging to the Oceanic Fishing Co. of Alaska will fish for herring, as will a few Anacortes boats.

Salmon Spawning in Record Numbers

According to reports of the Pacific Salmon Investigations, Fish & Wildlife Service, chinook salmon are now on the upper Columbia river spawning grounds above Rock Island dam in record numbers. The total of chinook spawners sighted this season is more than 50% greater than recorded in 1956.

Cessation of the Indian fishery at Celilo Falls on the Columbia river and the closing of the commercial fishing season above Bonneville dam on the Columbia river are believed to be major factors for the large increase of chinook spawners on the upper streams this fall.

Would Ban Nets on High Seas

Governor Albert D. Rosellini has urged a rule to ban Japanese salmon fishermen from using nets on the high seas. He said the State Fisheries Department would make the recommendation to U. S. representatives when the International North Pacific Fisheries Treaty Commission meets in Vancouver on November 4. He stated that there appears to be a strong possibility that Washington-bound salmon are being "intercepted at sea."

Halibut Fleet Landings Gain

Landings by the halibut fleet at Seattle during October were 33 percent more than during the corresponding month a year ago. This October the total landings were 1,565,000 pounds compared with 1,171,000 pounds last October. A breakdown of the species shows 426,500 pounds halibut; 70,000 pounds rockfish; 1,067,000 pounds sablefish and 1,100 pounds ling cod. Halibut landings were more than double those of a year ago when only 211,000 pounds were landed.

Otter trawl landings this October were down a little when compared with landings of October 1956. This year 1,508,000 pounds were landed and in October 1956 a total of 1,643,000 pounds were brought in. True cod led all other species this October with 626,000 pounds, followed by ocean perch and rockfish.

The otter trawl fleet did much better in October than the previous month when only 863,000 pounds were landed, but the halibut fleet landings in October showed a slight decrease when compared with September landings which totaled 1,884,000 pounds.

Gillnetters Seek Fewer Restrictions

Twin Harbors gillnetters face a fight for survival because of the declining fish population, according to Milo Moore, state fisheries director. The gillnetters are barred from fishing except at stipulated times but Moore resisted any efforts for relaxation of restrictions which he declared were for the good of the entire industry. He also insisted that fishermen must stop fishing so close to the hatcheries, a charge which was denied by the fishermen.

Salmon Restrictions in Effect

Drastic restrictions on salmon fishing went into effect in Washington waters on September 27, mainly because of low stream flows. The restriction closed all rivers in the state to sports salmon fishing and limited commercial operations to the offshore troll fishery. Gillnetters were allowed to resume activities on October 27, with reef netters and seiners to resume fishing on the 28th, with various parts of offshore waters open only three days a week.

Studying Herring Run

The John N. Cobb, U. S. Fish & Wildlife Service exploratory vessel has recently been in the San-Juan Georgia Straits area testing mid-water trawls for the capture of herring in commercially-valuable quantities. The present voyage is jointly sponsored by the federal government and the state fisheries department. A series of short trips is planned for the Cobb during the next few months to work out the herring fishery pattern.

Exploratory Vessel Back from Alaska

The schooner-trawler *Tordenskjold* which has been under charter to the Fish & Wildlife Service, returned to Seattle October 16 after spending five months in Alaskan waters investigating the distribution of king crab, bottom fish and shrimp, and their availability to commercial types of fishing gear.

Fishing efforts in the offshore waters of Southeastern Alaska between Dixon Entrance and Hazy Islands revealed a considerable amount of clear trawling bottom and significant concentrations of Pacific ocean perch and

black rockfish. King crab were taken in fair amounts in some places, and excellent catches of shrimp were made consistently in several localities.

True cod was the most frequent species of bottom fish taken in the otter trawls, with 5,000 pounds being caught in one 60-minute drag.

Seattle to Have Fisheries Office

The Interior Department announced recently that the Pacific Northwest regional office of the Bureau of Commercial Fisheries will be in Seattle, and that a regional director will be selected soon. The Bureau of Commercial Fisheries was established in the reorganization of the Fish & Wildlife Service early this year.

Seek Reopening of Cold Storage Terminal

A delegation of five fishermen representing the Northwest Fishing Association have submitted a proposal to the Seattle Port Commission for resumption of operation of the Spokane Street Cold Storage Terminal. No details of the plan were revealed. The terminal has been closed by a labor dispute since July 1 of this year.

Oregon Governor Appoints Three to Fish Commission

Appointment of three new members of the Oregon Fish Commission was announced recently by Governor Holmes as a move to "accelerate the pace of rehabilitation of Oregon's valuable fisheries." The Governor believes that the new commission will institute a vigorous program for the rehabilitation of the state's valuable commercial fisheries. Salmon fisheries, especially, have become the victims of encroachment, beset with more and more problem areas.

One of the new commission members is Harold T. Johnson, Astoria attorney, with a background of several years in commercial fishing and familiarity with Columbia River fish problems from both the power and engineer-viewpoints.

Also named were Charles W. Mahaffy, Coos County dairy industry leader, president of the Port of Coos Bay Commission, and member of the advisory committee of the National Rivers and Harbors Congress; and Omar C. Palmer, Portland insurance man, civic leader and in many Oregon business and promotional enterprises.

At its first public meeting the new commission heard reports on the shrimp and petrale sole fisheries by acting state fisheries director John I. Hodges and George Y. Harry, biologist in charge of research.

The commission was told that the shrimp fishery in Oregon has bright prospects in becoming a considerable asset to the state's economy, that the state of Washington this year harvested 1,800,000 pounds of shrimp, and that California shrimp catches are already a major business.

It was further noted, however, that the poundage tax on shrimp taken in Oregon is 10 times greater than for Washington and 15 times more than in California.

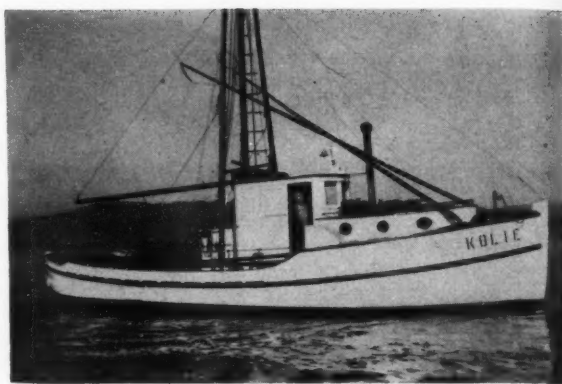
The Oregon commission voted to hold a hearing on November 14 for the purpose of discussing new regulations for the shrimp fishery and went on record as favoring a reduction in the Oregon tax to conform with the taxes in neighboring states.

Salmon Enter Willamette for First Time

The first "run" of blueback salmon ever recorded in the Willamette river system was reported last month by the Oregon fish commission.

A total of 115 adult bluebacks appeared at Dexter dam on the middle Willamette river where the fish commission spawns salmon blocked from their native spawning grounds above Lookout Point dam.

The adult bluebacks are the fruitful product of 52,000 fingerlings released in the adult salmon holding pools at Dexter dam in 1955.



"KOLIE", Coos Bay, Oregon boat owned by Jim Erickson.

Adult returns from another plant of 44,000 blueback fingerlings in the middle Willamette two years ago will be due back to Dexter dam next summer. Survival of this group of fish will have a bearing on whether or not the fish commission will attempt to establish a permanent blueback salmon run in the stream.

Bonneville Fish Tagging Completed

A total of 8350 adult salmon have been tagged at Bonneville dam by the Oregon fish commission during the past four months in the final phase of a two-year study to determine what influence the Dalles dam has had on salmon migration in the Columbia river.

The study amounts to comparing salmon migration rates before and after completion of the dam. Migration rates of Chinook and blueback salmon were obtained last year, before the dam was completed, by putting numbered discs on fish at Bonneville dam.

A portion of the tagged fish were recaptured at McNary dam to establish the average number of days it took the fish to swim the 145 miles between Bonneville and McNary.

When average migration rates for tagged fish recovered at McNary dam this year are compared with last year's figures, it will be possible to know if the newly-constructed dam has influenced the migration rate between Bonneville and McNary dams.

Engage Services of Fishway Expert

One of the foremost authorities on the design of fishways, Milo C. Bell of Seattle, has been contracted by the Oregon Fish Commission as a consultant to assist in development of improved fish passage facilities at the Willamette river falls at Oregon City.

Bell has had more than 30 years of experience in the fisheries engineering field, and will collaborate with Harlan B. Holmes who has been working on the Willamette problem since last April.

New Fishway Under Construction

The Oregon Fish Commission has started a \$20,000 fishway over a 10-ft. high natural falls on the north fork of the Nehalem River in Clatsop County. About 12 miles of spawning and rearing area will be more accessible to silver and fall chinook salmon, steelhead and cutthroat trout when the project is completed.

The fishway construction is the second major stream improvement project undertaken by the Fish Commission in the Nehalem system this year. A few months ago, several large log jams were removed from Sweet Home Creek, about one mile below the site where the fishway is being constructed.

A third project is expected to be started on the north fork of the Nehalem River later this year. The additional project would be a fishway over another natural falls, also a partial barrier, which is situated four miles below the current fishway construction site.

Massachusetts 1956 Landings Increase in Volume, Value

Landings by fishing craft at Boston, Gloucester, New Bedford and other Massachusetts ports in 1956 amounted to approximately 535,000,000 pounds valued at \$33,000,000 ex-vessel. These landings were nearly 14 million pounds or 3 percent greater than in 1955 while the value of the landings was over 1 million dollars or 4 percent above the previous year.

Receipts at Gloucester accounted for 47 percent of the total poundage and 23 percent of the total value. Boston was second, both in poundage (28 percent) and value (32 percent). New Bedford ranked third in poundage with 16 percent, but first in value with 38 percent. Other ports accounted for the remaining 9 percent in poundage and 7 percent in value.

For the second consecutive year the landings of large haddock increased, giving further evidence of the effectiveness of minimum mesh regulations in the North Atlantic haddock fishery.

Expect Increased Use of Underwater Television

According to Dr. Herbert W. Graham, speaking last month at the New England Fisheries Technologists meeting in Boston, increased use of underwater television to observe fishing nets and identify fish, will greatly aid biology studies in the future.

Dr. Graham believes the use of underwater TV may extend to commercial fishing vessels. Dr. Graham also outlined to the technologists the Bureau's North Atlantic biological research on Georges Bank haddock, and how these studies resulted in the present regulations on the use of large mesh cod-ends in the trawl nets.

A question and answer period followed Dr. Graham's talk. Since the technologists must develop commercial fishery techniques to present fish to the consumer in the best condition and in the most attractive manner, they were grateful to get such valuable information first hand.

NEW BEDFORD Has Heavy Scallop Landings

The heaviest scallop and fish landings of the year were recorded on October 12 when 15 scallopers landed 159,000 lbs. of scallops and 16 draggers landed 411,100 lbs. of fish.

Sea scallops sold from 44 to 44.15 cents a pound in October, the lowest price paid for scallops in New Bedford since the summer of 1955.

Trash fish landings for the first nine months of this year have surpassed 1956 totals according to the New Bedford office of the Fish & Wildlife Service. The increase is attributed to the number of Stonington, Conn. boats landing at New Bedford. During September alone 146 trips brought in 5,344,000 lbs. of trash fish.

Boats Hauled Out

The boats *Carol Ann* and *Empress* have had their G.M. Diesel engines overhauled at D. N. Kelley & Son Marine Railway, Fairhaven. The *Carol Ann* is the former *Stella Marris* and is owned by Louis Doucette.

Fred Landry's *Roberta Ann* has been hauled at Kelley's for new zinc plates and painted from rail to keel with International paint. The *Annie Louise* owned by Claud Atkinson had a new lead sleeve and paint from rail to keel and the *Kelbarsam* owned by Ronney and Dannie Corp. of New Bedford is hauled for extensive repairs including a new shoe.

Jack Simonsen's *Pelican* has been hauled for painting and minor repairs and the *Charles S. Ashley* owned by Capt. John Murley has been in for a new sleeve. Ernest Flood's *Abram H.* has had propeller repairs and renewed sheathing and Lief Tolefsen's *Lynn* has had propeller repairs and new zinc plates.



THE SCALLOPER "BARBARA M" has Lathrop DH-200, 6 cylinder 4-cycle Diesel of 260 hp. at 1600 rpm., supplied by Burmeister & Wain American Corp., Mystic, Conn. A 3.88:1 reduction gear turns 48 x 36" propeller. Owned and operated by Capt. Hillyer, New Bedford, Mass., her speed is 11.7 knots.

Returns from Haddock Cruise

The *Albatross III* returned to Woods Hole on October 20 from a cruise to Great South Channel, Georges Bank, Browns Bank and 5 miles east of Cape Cod Light to tag haddock and cod and collect young-of-the-year haddock.

One hundred-ten tows of 30-minutes duration were made in depths between 25 and 60 fathoms. Haddock were tagged with "spaghetti" tags through the dorsum, with Petersen discs on the operculum and with Lea internal anchor tags.

Cod were tagged alternately with Petersen discs through the dorsum and with Lea internal anchor tags.

New Engines for Two Draggers

Capt. Rudolph Matland's 73' *Rush* of Fairhaven, is being repowered with an LRD Waukesha Diesel, rated 300 hp. at 1000 rpm. and equipped with Snow-Nabstedt 3:1 reduction gear and front power take-off. The engine will swing a new 60 x 48, 5-blade Federal propeller. The boat is changing from scalloping to dragging.

The 62' dragger, *Captain Deebold*, owned by Capt. Leif Talgo of Fairhaven is getting a new Model WAKDBM Waukesha Diesel. It is rated 195 hp. at 1600 rpm. and has Snow-Nabstedt 4:1 reduction gear and 3:1 power take-off. Both engines are being installed by Hathaway Machinery Co. Inc. of Fairhaven.

Shellfish Area Opened

Provincetown's shellfish area to include an area east of the west end breakwater and south of the so-called run, was opened on November 3 for the taking of shellfish for family use. The quantity which can be obtained is changed only slightly, with the limit to be 10-quart pail of clams or mixed shellfish, or one 12-quart pail of quahogs for each license in any one week.

Industry Gets Boost at Provincetown

An increase in the use of fish for livestock feed, particularly by mink and poultry raisers and in pet foods for the rising number of domestic animals, has provided Provincetown with a boom in the port's commercial fishing. This additional demand for fish meal has resulted in continual increases in landings of industrial fish at Provincetown this year, more than doubling last year's figures.

During August a total of 1,297,000 pounds of industrial fish were landed, an increase of almost 800,000 pounds

over August of the previous year. Figures for the year show that over 6,500,000 pounds of industrial fish were landed through August, as compared with approximately 3,000,000 pounds for the corresponding period a year ago.

One of the major companies in this business is Sea Food Packers. A representative of this firm attributes the increase this year to greater numbers of whiting, herring and hake which are being bought by packers and used principally on animal farms and in the manufacture of cat and dog foods.

Nantucket Scallop Season Opens

The scallop season on Nantucket opened on October 4 and more than 100 residents took the opportunity to obtain permits to get the first hauls of the choice shellfish.

Amateur scallopers have the first opportunity to comb the shoreline waters which is not an easy task as scallopers are being hampered by an unusually heavy growth of grass which makes it difficult to pull the dragging rakes.

Scallopers are allowed a bushel a week until November 1 when the professional scallopers go into action. Professional scallopers are allowed four bushels for each crew member of a boat.

Thomas T. Kelley, shellfish constable for Dennis recently reported that more than 3,500 bushels of scallops were taken from areas in the town within two weeks, and that more than 100 commercial permits had been issued up to October 24.

GLOUCESTER Boat Yards Busy

Both the Rocky Neck Marine Railway and the Gloucester Marine Railway reported last month that they have been exceptionally busy, with vessels having to wait in line for repairs.

The dragger *Bonaventure* was at the Rocky Neck yard last month awaiting repairs. She is owned by Joseph Novello of Gloucester.

Other vessels reported on the ways were the *Blue Waters*, converting from seining to dragging; *Magellan*, a new engine bed and whaleback; *Pioneer*, new shaft log and stern post; *Charlotte M.*, stern repair; *Rosie and Gracie*, and the *Holy Name*, new lead sleeve, and the *Andrea G.*, to repair a leak.

Bob Fisher who is manager of both establishments stated that this was the busiest fall he has had in years.

Harbor Dredging Project Halted

Plans to make Gloucester a deep-water shipping port were temporarily stymied last month when it was learned from the U. S. Army Corps of Engineers that the money they had was not sufficient to pay for surveys of the harbor bottom.

The strata of the harbor bed must be sampled by probing with huge drills before the possibility and the cost of dredging can be estimated. The Army Engineers lack the necessary equipment to do this and they turned to private contractors. Funds were set aside, and bids were let out. When the costs were received, however, they proved too high to go through with the operation. However, it is expected that the Engineers will themselves be equipped before long with a rig which will allow them to proceed with an examination of Gloucester's harbor bottom.

If there should be a substantial amount of rock in the harbor, dredging would be an expensive proposition. There is a possibility, however, that without blast-dredging, the harbor would be used for deep draft vessels. In many shipping ports vessels enter on a flood tide and leave on the next change of tide. With a nine-foot rise, Gloucester should be able to handle cargo ships without blasting for deeper water.

Gloucester Trawler Increases Tows

The 90-foot Gloucester trawler *St. Anthony* has increased the size of her Whiting Trawl and is now making



CAPTAIN CHARLES PARISI of the 90' trawler *St. Anthony*, with a straight web of the light-weight Nyak, a synthetic netting used for the ship's whiting trawl.

more tows than ever. According to her captain Charles Parisi, this advantage was gained without any cost increase by changing from a #42 medium cotton netting with a 2½ inch stretched mesh, to a #21 Nyak Netting with the same mesh. Nyak is development of the Linen Thread Co. Inc. It is a synthetic netting combining light weight, high tensile strength and immunity to marine rot.

Experimenting with the light-weight Nyak Whiting Trawl has shown that it is very easy to tow. Because of the towing ease the size of the trawl was increased from an 80-foot head and a 100-foot sweep to a 104-foot head and a 126-foot sweep. Due to the ease of handling and the greater area coverage, approximately ten minutes are saved on each tow, permitting ten tows a day instead of the previous nine.

"Catherine" to Resume Fishing

The 49-ft. dragger *Catherine* formerly owned by John Hudder and his father, which has been sunk at State Pier for more than two years, is being raised and will be repaired and once more join the fishing fleet.

When John Hudder's father died the younger Hudder fished in the *Catherine* for about two years but in 1955 came ashore for good. The *Catherine* was left at State Pier and was put up for sale. Two men were engaged to pump her twice a week as she was leaking badly. One week they failed to pump her at all and she sank.

Only recently Eugene Love of Newport, R. I. saw the *Catherine* and decided she could be raised to fish again. When the vessel is finally made ready for sea she will operate out of Newport.

Seek to Organize All Seafood Workers

An attempt to organize all seafood workers in New England within the next year will be made by Gloucester's new union—the Seafood Division of Local 2, Amalgamated Meat Cutters and Butchers of America.

Headquarters for the new union will be in Gloucester and the merger will mean a local membership of 4,600 people which should give the union a lot of strength. Maine has over 3,000 unorganized seafood workers and it is expected they will be receptive to unionizing efforts.

John DelTorchio of Cape Ann Fisheries doubts if Maine workers will join, and Anthony R. Francis, production manager of Gorton's of Gloucester reported that at the present time he had no comment. He did state that his nightshift workers were asked to attend the recent meeting, but that none did.

Virginia Finds Rappahannock Oyster Industry Recovering

The economic recovery of the Rappahannock river oyster industry has begun again, two years after a disastrous hurricane virtually ruined the oyster beds stretching between the Northern Neck and Middle Peninsula. It is predicted that this season should be the best since the 40's and that next year should be even better.

Tongers are filling their boats to overflowing and some houses are replanting part of their buys. They are buying more than they can shuck. E. J. Conrad of Mollusk reports the oysters as being very plentiful and also very hard—so hard a shucking knife will hardly penetrate. W. R. Pittman, Jr. also reports his plant as getting plenty of shell oysters, but he is finding it hard to get enough shuckers to take care of them.

B. G. and Harvey Smith who operate a packing house at Simonson are very encouraged this season and they report they have planted between 16,000 and 18,000 bushels and hope to put that many or more back this year.

From the labor standpoint, also, the picture looks good. Prices are up, catches are up and the demand is equal to the supply. Planters are all looking forward to 1958 and 1959 with even greater expectations.

The James River seed area opened on October 1 with a large number of tongers and buy boats on hand. Preliminary reports indicated that the seed was about as plentiful as in the beginning of the season in 1956, with the quality about the same. Nearly 100 buy boats were purchasing the seed to be transplanted onto leased grounds of hundreds of Virginia planters. It was estimated that 500 tong boats were on hand opening day.

Good Fall Fishing Season

Most of the pound, haul seine and gill-net fishermen have taken in their nets; hastened by damage to boats and nets in a storm in the Chesapeake early in the month. The fishermen who dredge crabs in winter are having their boats reconditioned for winter work, and their nets mended and readied for early spring fishing.

Spot fishing throughout Virginia has been good this fall. On October 3, pound nets, haul seines and gill nets landed 130,400 pounds of spot in the Hampton Roads area, and 15,500 on the Eastern Shore.

On October 14, eight trawlers landed 105,500 pounds of finfish in the Hampton Roads area. One third of these fish were scup. The trawlers were *Cavalier*, *Elsie Jane*, *Irma Virginia*, *Lesbie H.*, *Miss Carlie*, *Resolute*, *Sea Dog* and *Sea Pal*.

Oysters shucked in the Hampton Roads area have been running between 5,000 and 6,000 gallons over a 24-hour period during October. The lower Northern Neck shucked oysters throughout October, averaging from 1,200 to 2,500 gallons daily, and the Eastern Shore from 1,100 to 1,800 gallons daily.

Crabmeat produced in the Hampton Roads area throughout October ran around 10,000 pounds over a 24-hour period; in the lower Northern Neck it averaged from 1,000 to 3,300 lbs. over a 24-hour period, and on the Eastern Shore, it ran around 600 pounds daily.

According to Charles A. Lankford, state commissioner of fisheries, Virginia is steadily coming forward in the production of oysters. It now produces one third of the nation's oysters, and a fifth of the world's supply. Mr. Lankford credits Virginia's leading role to the state's policy of planting shells on natural rock and leasing oyster beds to professional planters.

Shaft Tongers Association Plans to Aid Market

The year-old Shaft Tongers Assoc. held its annual meeting in Saluda last month, with 200 oystermen from Gloucester, Mathews, Middlesex and Essex counties present. The group formulated the following plans in an effort to improve the market for their product: 1. To im-



THE "PAULINE BOLAND" 85' TRAWLER owned by Walter Garrett and son of New Point, Va. The boat has 270 hp. Caterpillar engine, 10 hp. Lister-Blackstone auxiliary engine, and is equipped with RCA Radiomarine 75-watt radiotelephone and Hathway hoist.

mediately begin erection of a public dock on Parrot's Creek. 2. To seek the establishment of other public docks to make it easier for individual oystermen to sell to other markets. 3. To attempt to promote more outside markets for oysters in Virginia and other states.

Some oystermen at the meeting said that because of the lack of adequate public docks, the individual tongers are forced to sell at whatever price is offered. Members also contended that outside buyers have been kept away by what was termed "false" reports of poor oysters.

According to Floyd Jones of Remlik, president of the Association, quality of the oyster has improved so that they are now shucking about three fourths of a pint more per bushel than at the first of the season. Two thirds of those present said they would sell to outside buyers if other markets could be established and prices improved. The Association members voted to send a truckload of oysters from the public docks to New Jersey to determine the market possibilities there.

Copper Fencing Controls Oyster Drills

On plots 20' x 20' on the seaside of Virginia at Watts Bay, John B. Glude, chief, Chesapeake Shellfish Investigations, has found that a copper screen barrier greatly reduces drill infestations as compared to a barrier without copper or no barrier at all. The barrier used was made of Saran plastic, chain and styrene floats utilizing copper screen as a chemical barrier.

In a little more than two months the seed protected by a barrier had attracted 170 drills, and the control accumulated 212. In the plots protected by the copper screen only 21 drills were collected. In other words ten times more drills invaded the unprotected seed than the copper guarded ones.

Chesapeake Bay Colder Than Usual

Chesapeake Bay and its tributaries are colder this fall than usual, according to Dr. J. L. McHugh, director of the Virginia Fisheries Laboratory at Gloucester Point. An instrument at the end of the Laboratory pier takes a continuous record of the York River temperature. On October 7, the temperature was more than 10 degrees lower than on the same date in 1954.

Dr. McHugh pointed out that water temperatures have an important effect upon seafood animals. Hot summers and warm winters favor the development of the fungus that kills oysters. Temperatures also affect the movements of migratory fishes, and the cool weather this fall may have been responsible for the failure of the commercial fish catch to meet expectations.



THE "ELDORADO", 40' TRAP NETTER, has Chrysler V-8, 200 hp. engine with 2.5:1 reduction gear and 24 x 22" Michigan propeller. Equipment includes Danforth Anchor, Ritchie compass, and Sandersen net lifter. She uses Mobil lubricating oil and is owned by William Person, Conneaut, Ohio.

Great Lakes 1956 Catch Better Than Preceding Year

The U. S. Fish and Wildlife Service reports, that according to preliminary data released by eight Great Lakes producing states, the 1956 United States Great Lakes commercial catch of fishery products, excluding that of Lake St. Claire and the International Lakes, amounted to 79 million pounds. This represents an increase of nearly 4 million pounds compared with the 1955 catch. Outstanding gains were made in the yellow perch and lake smelt catches which increased 4 and 2 million pounds, respectively, from the 1955 harvest. Small gains were made in yellow pike and sheepshead catches. All other species were lower than landings of the previous year.

Seven principal species accounting for 84 percent of the 1956 Great Lakes catch were lake herring, chubs, yellow perch, lake smelt, yellow pike, blue pike, and carp. The 1956 Lake Michigan yellow perch catch of 3.4 million pounds was slightly less than in 1955. The 1956 Lake Erie catch of this species, 7.1 million pounds, was greater by 4.6 million pounds compared with 2.4 million pounds landed the previous year. The yellow perch run at Lake Erie during the fall season was exceptionally heavy. Ohio's 1956 landings of this species during the four month period of August-November totaled 4.6 million pounds, compared to a monthly average of only 0.2 million pounds during the same period in 1955.

The U. S. Great Lakes whitefish and lake trout catches again declined from the previous year. Whitefish production of 1.5 million pounds dropped 360,000 pounds below the previous year's catch, with Lake Michigan's production only 57,000 pounds as against 370,000 in 1955. The 1956 lake trout catch in Lake Superior amounted to 1.8 million pounds 300,000 pounds lower than 1955, and one million pounds below the 1952 catch.

Lake Michigan was the leading producer of 1956 with a catch of 31 million pounds followed by Lake Erie with 30.7 million pounds. Lake Superior was next, trailed by Lake Huron, and Lake Ontario.

Ohio August Landings

Total landings of fishery products by Ohio commercial fishermen operating in specific areas of Lake Erie during August amounted to 1.1 million pounds—a decrease of 398,000 pounds compared with the corresponding month of last year. The decrease was primarily due to lighter landings of yellow perch. Although landings of sheepshead, carp and catfish were up significantly, the increases were not substantial enough to offset the overall decline.

Fishery products from all Lake Erie fishing districts during the six-month period March to August totaled 18.8 million pounds, an increase of 800,000 pounds compared with the same period a year ago. Species of greatest importance during the period were yellow perch, yellow pickerel or walleye pike, sheepshead, blue pike, carp and catfish.

Lake Erie Research Expanding

Establishing a field station and assigning the research vessel *Musky* for the Great Lakes Fishery Investigations are the major moves in the expansion of the Lake Erie research program this year. The *Cisco*, although not permanently with the study, will spend the season assisting in the preliminary fishery surveys and experimental fishing.

Commercial fish production in Lake Erie has suffered less than the other Great Lakes but a steady deterioration in the species composition of the stocks has caused considerable concern. Valuable species have become less abundant while low-priced and unsaleable varieties have increased. The unusable fish have become so numerous that at times they hamper fishing operations.

Reduction of the less desirable varieties' populations through new markets has been suggested, but not enough is known to predict what effects changes in populations of one species have on the others. One of the *Cisco's* objectives is the study of these inter-relationships. The catches will be examined for species composition and the different species will be studied for sex, age and length distribution. Stomachs will be studied for possible predator-prey relationship.

Extensive trawling will be done for other purposes such as determining how much trawling is needed to obtain a reasonable representative sample, and to explore the possibilities of a commercial trawl fishery in Lake Erie.

Sheepshead Control Program Pays Off

The Wisconsin Conservation Department reports some signs that its intensive sheepshead control program in Lake Winnebago will pay off in more and better fish of other species.

The condition of the sheepshead now being taken has improved, indicating that there are fewer of them getting the food available. The reproduction of game fish, too, is much better than usual.

Heretofore, much of the lake's productivity has gone into food for the numerous sheepshead, to the detriment of other fish.

Seek Control of Alewife Minnows

Wisconsin fisheries men have asked fishermen to be careful not to transport or release any alewife minnows in the state's inland lakes.

It is admitted that since the alewife is already abundant in the Great Lakes, there is little that can be done about it except fish them intensively when they enter shallow waters to spawn. But the state does not want them to get a start in inland waters.

The fresh water alewife of the Great Lakes grows no larger than eight and a half inches and is very thin. Thus, this intruder competes with other fish for food and has become a nuisance to commercial fishermen. Fisheries experts say that about the only favorable comment on the alewife is that it furnishes food for the lake trout. But with the trout already scarce because of the sea lamprey invasion, this is of little comfort.

Isle Royale Fishing Stopped

A number of commercial fishermen have decided to quit their operations in the Isle Royale area of Lake Superior and several others have decided to stop at least for the rest of the season. Poor fishing, blamed in part on sea lamprey depredations, was cited as the reason for their action.

Addition of New "Lois G" Gives Star Fish & Oyster Nine-Vessel Snapper Fleet

THE Star Fish and Oyster Company of Mobile, Alabama continue their impressive and vigorous policy of constant improvement in their fleet with the launching of the newest addition, the 75' *Lois G*. "We are striving to constantly improve the speed, sea-worthiness, and fishing qualities of our boats," said Arthur Gonzales, vice president of the Star Company. Victor Gonzales is president of the fishing company which has a 57 year history in the snapper industry. Star Company is known as the world's largest shipper of red snappers.

The *Lois G* was launched at the Pascagoula, Mississippi shipyard of S. E. Krebs and Sons, who were the designers and builders of the vessel. She will be skippered by Capt. Peter Contra, of Prichard, Alabama, and will fish off the Campeche Banks. She is the ninth vessel in the Star fleet.

The new vessel has a beam of 19' and a draft of 9' and a fish hold capacity of 40,000 pounds. The keel measures 9 by 12 and is of pine. Center keelson is 7 by 9 pine and framing is 2 1/4 by 6 on 18" centers. Two-inch mahogany planking is nailed to the frames with galvanized boat nails. Clamps and shelf clamp are 3 by 6 pine and bolted with 1/2" galvanized bolts. Decking is 2 by 3 heart pine.

Ice boxes are of 2 by 4 cypress frame with tongue and groove and 1 by 4 select cypress seal. Bilge stringers are 3 by 24 and run from stem to stern and are bolted with 1/2" carriage bolts. The stern post is 10 by 12 oak and runs from bottom of keel to top of deck beams with 10 by 12 knees, fastened with 3/4" galvanized rod iron.

Deck beams are 4 by 12 pine with 1/2 inch bolts. Stanchions are 4 by 5 cypress, and bulwarks, 1 by 4 cypress. Inside, the boat is ceiled with 2 by 6 ceiling running from stem to stern with galvanized boat nails. Henderson & Johnson paint was used on the bottom and topsides. Sails for the two-masted schooner were made by A. H. McCleod of Mobile.

The *Lois G* is powered with a 165 hp. General Motors Diesel with 4:1 reduction gear, which gives her a speed of 10 mph. The engine drives a 4-bladed, 48" Doran propeller on a 3-inch Tobin Bronze shaft, with Goodrich



The newest member of the Star Fish & Oyster Company's snapper fleet, the 75' "Lois G".

Cutless stern bearing. A 9 hp. Fairbanks-Morse engine is provided for auxiliary power. The fuel capacity is 2400 gallons.

A 2 kw. Onan generator is on the *Lois G*. There are two 4" Gould pumps on the deck while the bilge pumps were furnished by Jabsco. The boat has Walter Kidde fire extinguishers, and a Link-Belt friction-type windlass clutch is used to haul in the anchor.

Rigging, anchor and fishing lines were supplied by Cating Rope Co. and vary in size from 3/4" to 7". The boat uses Pflueger fishing hooks of number 4-0 and 3-0 sizes. With a 10-man crew, 300 hooks are needed.

Included in the pilot house equipment is an 8" compass, Raytheon radio-telephone, and a Behdix depth indicator.

The other vessels in the Star Company's fleet are the *Star Queen*, Capt. Allen Holgerson; the *Danny Boy*, Capt. Ted Pitts; the *Eulalie G.*, Capt. Eddie Berry; and the *Lisa G.*, Capt. Ted Leiser; all with 165 hp. 6-71 General Motors Diesel engines and speeds of 10 miles. The *Tom and Jean*, Capt. Rhett Atkinson and the *Baby Ann*, Capt. Christopher McArdle; have 110 hp. General Motors engines with 3:1 reduction gears and speeds of 8 miles. The *Peggy G*, Capt. Eric Lindbergh and the *Arthur G*, Capt. Myrus Carlton; are powered with General Motors engines of 85 hp. and have speeds of 7 miles.

Alabama Oyster Reef Reopened for Tonging

Bon Secour oyster reef in Mobile Bay, closed for the past 18 months, opened for tonging October 15. The reef had been closed while the Seafoods Division restocked the area with oysters and shells. According to B. B. Larrimore, seafoods chief, the reef is now considered to be in prime condition for tonging.

Larrimore also announced that all trucks hauling oysters out of the state for the Bayou la Batre area will be required to pay shell and oyster taxes. A state oyster and shell tax has been required by law for several years in Alabama, but due to the laxity on the part of truckers in paying the tax, they will be required to stop at the Seafoods Division office and pay, or make arrangements to pay the tax.

Fishing Good on Artificial Banks

Fishing at the artificially created snapper banks in Alabama has been very good so far. The banks were created by dumping old car bodies into the Gulf in approximately 60 feet of water. Principal problems so far are keeping the areas buoyed to prevent shrimpers from fouling their

trawls. This will be eliminated through a coordinated effort of the Coast Guard and Seafoods Division in properly charting and marking the areas.

Alabama Landings Increase

During the first seven months of 1957 a total of 6.5 million pounds of fish and shellfish was landed at Alabama ports. This represented an increase of nearly 3 percent compared with the corresponding period of the previous year. Receipts of oysters, blue crabs and mullet were heavier, while the catch of shrimp and red snapper declined.

Shrimp Boat Has Rough Trip

The 60-ft. shrimp boat *Stellar M.* owned by Bon Secour Fisheries and in command of Capt. Hugh Carawan, began taking on water in a strong east wind in the Gulf of Mexico recently and almost sank. Boats in the area were able to get pumps aboard the sinking craft and keep her afloat long enough to beach her on Fort Morgan. After being pumped and refloated, the ship was being moved to Bon Secour under its own power when a log damaged the propeller and rudder. The vessel was drydocked for damage check.



65' shrimp boat "Mercedes D.", of which Bradley Landry of Delcambre, La. is co-owner and skipper. She has a D13000 Caterpillar Diesel, Metal Marine automatic pilot and Stroudsburg hoist.

Louisiana Giant Shrimp Are Becoming Plentiful

Louis Billiot of Morgan City who owns and operates the shrimp boat *St. Louis* in inland bays recently caught several giant delta shrimp. This type of shrimp is a newcomer in the commercial field and has only recently established itself in the Delta of the Mississippi River. It is closely related to the common river shrimp and seems to be replacing that specie in the smaller passes of the river and in the small bays which lie between the fingers of the Delta.

The new giant river shrimp promises to become one of the table delicacies of the gourmet world. The shrimp is long-clawed, with select male species averaging 16 to the pound, females about 30.

Louisiana Landings for Six Months

In the first bulletin issued by the Fish & Wildlife Service covering landings of fish and shellfish in Louisiana, it was reported that during the first six months of 1957 a total of 84.5 million pounds was landed.

Menhaden comprised 65 percent of the total. Exclusive of menhaden the landings totaled 29.6 million pounds. The catch of shellfish made up 79 percent of this total, followed by fresh-water fish and salt-water fish.

Report Oysters as Being Small

The Louisiana Wildlife and Fisheries Dept., in checking the oyster reefs in Lake Borgne and through the Louisiana marshes almost to the mouth of the Mississippi, has found a lot of young growth, but says the season doesn't look too good unless the oysters do a lot of growing.

The oysters, it is believed, will be too small for canning when the season is due to open in January unless conditions are favorable for them to increase in size. One determining factor will be the amount of fresh water that flows into the reef areas since the oysters draw nourishment from fresh water and fresh water runs off conchs that prey on the oysters.

Crab Landings Show Increase

Landings of blue crabs in the New Orleans area during September totaled 378,000 pounds, as compared with 187,000 pounds brought in last September. Total production figure for the nine-month period January-September

was 3,113,000 pounds as compared with 2,749,000 pounds during the same period of 1956.

In the Golden Meadow, Houma, Morgan City and Berwick area landings this September totaled 159,000 pounds, compared with 102,000 pounds in the same month a year ago.

Crab meat production in the New Orleans area this September amounted to 40,200 pounds compared to 14,900 pounds in September 1956. Production for the nine-month period January-September was 315,500 pounds as compared with 226,300 pounds in the corresponding period a year ago.

In the Golden Meadow, Houma, Morgan City and Berwick area crabmeat production this September amounted to 21,300 pounds compared with 12,800 pounds in September 1956.

Texas Enjoying Expansion of Processing Facilities

Optimism prevailing among seafood producers has accounted for a general expansion of processing facilities and increases in the trawler fleets. Many out-of-state trawlers are now making Texas ports their headquarters for operation. Some are here temporarily, while other large producers, especially from Florida, have established permanent facilities at Texas ports.

Among them is the Gulf Seafoods Inc., of Fort Myers, Fla., who recently selected Palacios as a plant site for processing small shrimp, including peeling and deveining and packaging in polyethylene bags before freezing.

The Gulf Shores Fish Co., an associate of McDowell Shrimp Co. of Fort Myers, has acquired a 40' x 70' building with facilities located on Conn Brown Harbor at Aransas Pass. This will be the base for their operations along the Texas and east Mexican coast.

Tringali Inc., of Fort Myers, is another newcomer to Aransas Pass. At present they are occupying 300 feet of dockage on Conn Brown Harbor for their fleet of some forty trawlers. Other boats are expected to arrive this fall.

The Patterson Shrimp Co. of Brownsville has completed an ice manufacturing plant for use in icing shrimp trawlers owned by the company as well as for allied boats. The plant consists of a single fabricated "North Star" unit with 20 tons capacity. An ice vault of 75 tons capacity was installed inside the building walls. John S. Carinhas, Jr. is the Brownsville general manager for the company.

Brownsville Shrimp Exchange has put into service the remodeled refrigerated carrier *Four Brothers*, a 74-ft. all-steel hull craft built by North Boat Works of Rio Hondo a year ago. The vessel is in service on weekly runs between Brownsville and Mexican shrimp processing plants. A recently-installed freezing unit and cargo storage room has increased capacity to 115,000 pounds of frozen shrimp at minus 10 degrees F.

The Shrimp Exchange also operates the freezer carrier *Kashwey*, a 68-ft. all-steel boat with a cargo capacity of 75,000 pounds.

Sydney Herndon, owner of Herndon's Marine Products, Inc., who purchased the Patterson Shrimp Company's processing facilities at Aransas Pass and moved his shrimp business there from Corpus Christi, is now handling the production of a fleet of 50 trawlers, 17 of which are company-owned. Herndon was one of the first local shrimp producers to use large trawlers on the south Mexico shrimping grounds.

Shrimp Landings Reach New High

Shrimp landings for the 30-day period ending October 23 reached a new high for the year when 7.4 million pounds of headsoff shrimp were unloaded. Generally favorable weather and an exceptionally large fleet of trawlers operating during the month, contributed to the record production. This brings the total landings of headsoff shrimp for the first ten months of 1957 to 40.3 million

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pounds, or an increase of 43 percent over the same period last year.

Aransas Pass area again led in landings, but Freeport and Brownsville-Port Isabel on the south coast were heavy contributors. Bay shrimping operations were above average. One trawler from Two Brothers at Ingleside reported 1100 pounds in one day, while others ranged from 200 to 800 pounds in Corpus Christi Bay.

Edible finfish landings were above average. Large speckled sea trout, black drum, red drum and croakers were plentiful. Good weather early in the period enabled red snapper crews to fish successfully on the snapper banks off Texas east coast and in the lower Gulf, resulting in above normal catches. Menhaden production also is on the increase in waters adjoining Texas.

Oyster production, which reached a 10-year record in Texas last season, has not as yet gotten underway on the upper coast. It is expected that commercial production will start about December 15.

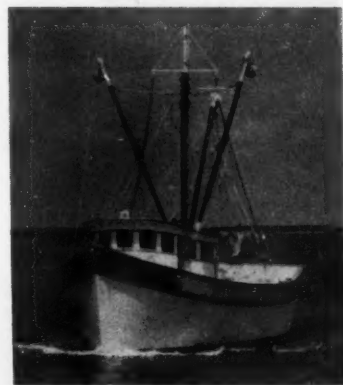
Successfully Catch Redsnapper in Trawls

Catching of redsnapper in trawls off the Texas coast has proven to be successful, according to a report of the latest exploratory cruise of the *Silver Bay*. Using New England type fish trawls of 60 ft. and 76 ft. widths, a number of drags in waters from 15 to 100 fathoms were carried out along the Texas and Louisiana coasts between September 19 and October 5. The largest single haul was made off Freeport, in waters from 41 to 45 fathoms, with the 76-ft. trawl when 300 pounds of snappers were taken at the rate of 187 lbs. per hour. Using the smaller net the maximum catch rate was 120 pounds per hour.

Catches along the Louisiana coast, using the same equipment in waters from 40 to 100 fathoms, no snappers were taken at depths in excess of 75 fathoms. The best catch in this area yielded 43 pounds in one and one-half hours at 43 fathoms.

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New Jersey Dockside Fires Prompt Prevention Talks

Following the third disastrous waterfront fire in two years, Mayor Ralph James of Wildwood last month called for a meeting between dock owners, fishing boat operators and municipal and fire department officials to determine how to curb future fires.

The most recent fire gutted a records building and extensively damaged the 110-ft. menhaden boat *Sea King*, owned by Carl and John Aspenberg and Sam Cardile. The fire is believed to have started in the galley of the *Sea King* and spread to the dock and the records building. Total damage was estimated at about \$65,000.

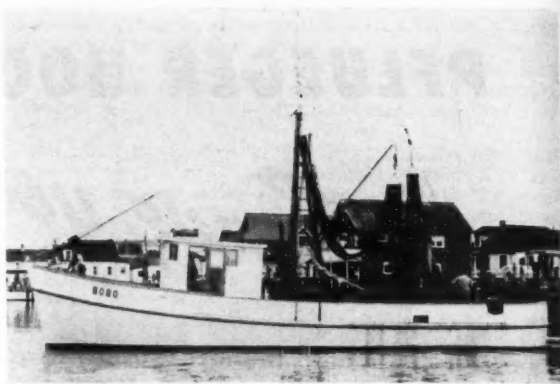
July Landings of Few Species Increase

Landings of commercially-caught fishery products at New Jersey ports during July, exclusive of menhaden, totaled 4.8 million pounds valued at \$633,000. Some fisheries showed gains in landings compared with July of last year, while others were lower. Species showing increases were butterfish, fluke, spot, hard crabs and surf clams. Scup, sea bass, and sea trout landings were decidedly lower.

Dredging for Surf Clams

Two former 65' oyster boats owned by Capt. Cornelius Campbell of Newport, N. J., are dredging surf clams out of Pt. Pleasant. They are the *C & B Campbell*, skippered by her owner; and the *William Veale*, skippered by Capt. Albert Mollenkopf. They are dredging in 65 to 75' of water about an hour's run from Pt. Pleasant, and their dredges are equipped with 5-inch Goodrich Nylon hose for operating the water jets.

The combined production of the two boats is approximately 500 bushels daily. Campbell reports that while



KARL HENRISKSON'S 55' FISHING BOAT "BOBO" of Wildwood, N. J. Her equipment includes General Motors 165 hp. Diesel, 36 x 28 Michigan propeller, Bendix depth sounder, Apelco telephone, Wickwire wire rope, Linen Thread, Ritchie compass, Danforth anchor.

the clams being taken are smaller than those found on the offshore grounds, they are very productive and have exceptionally good meats.

Oyster Mortality High

The oyster growers of New Jersey have suffered extensive mortalities on their beds. The mortality is widespread and in some cases is reported to be as high as 80%. Following the shortage of seed on the state seed ground in Delaware Bay, the oyster industry in New Jersey is in a difficult situation. No reports have been received on the cause of the mortality from the biologists working on the Bay. The heavy death rate has not extended to the Delaware side of the Bay, where conditions are more nearly normal.

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Pacific Oystermen Pushing Anti-Pollution Drive

ACTING DIRECTOR Alfred T. Neal of the Washington State Pollution Commission gave the pulp mills a year's extension on a temporary permit recently, but that permit has a clause concerning an abatement requirement which must be accomplished in 90 days. The Pollution Commission reported that two samplings in Samish Bay had detected positive reaction to the sulphite waste liquor tests.

While the oyster people have been making progress with the Pollution Commission following recent conferences with Governor Rosellini, debate on the degree of damage by pulp mill pollution and what to do about it, has been going on for years and they feel that a permanent solution should be worked out once and for all. Some years ago a leading scientist claimed that the pulp industry was throwing away its most valuable potential product, in the form of wastes. It would seem that the pulp industry would make use of its waste even at a substantial initial investment.

The pulp mills claim that their tests have found no appreciable pollution in the oyster area. However, the oyster people say they have noted some tests were taken in the last end of a long tide run-out. They want tests taken at the last end of high tide which they say would be when the pulp waste liquor would be coming in over the oyster beds. Oysters feed on minute plankton in the water and feed themselves by pumping the water through their systems. When the water is polluted, the oyster refuses to pump the feeding water and starves itself, failing to reach marketable size.

Until 1944 pulp mills claimed there was no known way of eliminating their pollution. In that year Weyerhaeuser Timber Company perfected the magnesium-oxide process in which the sulphite liquor is evaporated and most of the chemicals are recovered for reuse. This process permits the recovery of 85 percent of the solvent liquors for reuse in the separation of the pulp fibres from their cementing materials and the pitch from the original log. The recovery of the chemicals and the heat from the pitch and parts of the log formerly discarded make this by-product plant economically profitable.

Impossible Say the Pulp Mills

The rest of the State's pulp mills make regular appearances before the Pollution Commission and maintain they cause no pollution and fight efforts to force action. In contrast, the oil refineries have spent 10 million dollars to eliminate their industrial wastes. The refineries are cooperating 100 percent with the State Pollution Commission. Oystermen claim that the pulp mills have made no effort to eliminate their wastes. They simply pipe it out of sight, a few hundred feet further, in deeper water. Fifteen years after the perfection of the Weyerhaeuser process the pulp mills insist that they have an inherent right to dump their wastes into oyster waters, that their wastes do not pollute the water, and that they have no way of correcting the situation. It seems that after fifteen years the Weyerhaeuser process is still in the stage of experimentation.

A Pollution Control Law was passed in 1945. According to the law the Pollution Commission shall 1. determine what areas of Washington waters are being polluted; 2. assess penalties of 100 dollars per day against each offending mill until the situation is corrected; and 3. order the installation of the most modern equipment and processes for the reducing and eliminating of sulphite pulp liquor pollution. The Commission has the power of both civil and criminal action to enforce its orders. Oystermen feel that it is time Governor Rosellini and his Commission use this law.

Pulp Mills Hiding Their Heads in the Sand

It is general opinion that the pulp mills must stop hiding their heads in the sand and claiming they do not pollute

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oyster waters. It is felt that they must either adopt the Weyerhaeuser method or pipe their liquor out far enough and dump only on the outgoing tides to assure that no liquor gets back into the confined areas. The Puget Sound Oyster Growers have suggested that two great barge loads of sulphite liquor per week from the Anacortes mills, towed to a point north of Port Angeles for pumping overboard on an outgoing tide would eliminate pollution from that mill. Also, one barge load a day from the Bellingham mill would eliminate all the sulphite liquor from the Bellingham Bay. The oystermen maintained the barging would cost less than half the cost of the evaporating method.

Milo Moore, State Fisheries Director, met with Governor Rosellini and the State Pollution Control Board to recommend that "pending a permanent solution to the problems arising from pulp and paper mill operations, the barging of highly toxic and oxygen-demanding digester liquor to waters where the materials can be released with minimum damage to aquatic life will help alleviate the problem until full treatment of the waste is provided for by the pulp and paper mills now polluting the waters of the state."

Fisheries Department Conclusion

In a 41 page report of statistics on tests and pollution conditions as they affect the fish and oyster industries, Director Moore recognized the value of the pulp and paper mill industry to the state, but pointed out that certain pollution conditions had been allowed to exist and it is time to do something about solving the problem. The Fisheries Department made certain conclusions and recommendations as follows:

"1.—Observed fish kills and reduced landings of salmon and oysters from areas polluted by paper mills indicate that our fishery resources are being threatened by the increasing discharge of pulp and paper mill wastes. 2.—Laboratory studies have demonstrated the concentrations at which pulp and other industrial wastes are toxic to

salmon, oysters, and the natural food of salmon and other commercially important species. 3.—Positive proof that sulphite pulp mill effluent is harmful to marine life is directly observable by the absence of teredos, barnacles, and most other non-mobile invertebrates in the vicinity of pulp mills located on salt water. 4.—Field studies have determined the critical D. O. and S. W. L. concentrations occur in areas polluted by pulp mills. 5.—the temporary solution of barging as quoted before. 6.—It is recommended that the pulp and paper mills of the State of Washington join with the State Department of Fisheries by contributing technical and financial assistance to fish cultural operations designed to improve and replace populations of fish that have been damaged or destroyed by pulp mill operations."

Danish Trawl

(Continued from page 13)

or tackle is hooked into the shackle joining the splitting strap.

Taking four or five turns around the large warping drum, the bag of fish is hove aboard. The cod line or patent release is jerked open and the fish are released, passing through an open bunker in the deck into a pound in the hold below. The cod end is fastened again and thrown over board, a few fathoms of the haul-up rope payed out, and then the other end of the net is pulled up. The fish are forced into the cod end, the haul-up rope is pulled up again, the bag of fish hauled aboard, and the process is repeated until the net is empty. Once the fish are below they should be boxed and iced. In Danish practise, some of the boxes are carried in the hold and the rest are stacked in the deck on the port side of the wheelhouse. The fish are transferred from the pounds to buckets and put into boxes which are stacked athwartships.

It is felt advisable to warn prospective users of this gear

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that the Larson floating trawl is not a "super net" that will catch large quantities of fish when all other methods have failed. Mid-water trawling has been proved extremely successful in certain areas when operated under particular conditions of weather and fish behavior, but it is far from being an allround producer in the same class as the conventional bottom trawl, the long line, or the drift net.

The decision to use this gear should be made only after commercial quantities of fish have been consistently located on the echo sounder and when other conditions, necessary for successful operation, have been observed.

South Carolina Studies Red Shrimp Grounds

The final exploratory cruise of the research vessel *Combat* was conducted along the coasts of Georgia and South Carolina during October 2-9. The primary objective of this cruise was to work with the South Carolina research vessel T-19 which is operated by the Bears Bluff Laboratory, to locate concentrations of rock shrimp. Several drags were made by the two vessels in 20-50 fathoms, but on no occasion did catches exceed two pounds of shrimp.

An additional 13 drags were made by the *Combat* in depths of 5-100 fathoms, yielding no commercial shrimp species. A two-hour drag off Georgia in 75 fathoms caught 3000 pounds of spot averaging over 1/2 pound each.

This month the *Silver Bay* will begin a series of cruises along the South Atlantic Coast to continue delineation of red shrimp grounds and to carry out deepwater fishing with experimental shrimp trawls.

The July production of fish and shellfish in South Carolina amounted to 4.4 million pounds, with menhaden and shrimp accounting for the bulk of the landings. Shrimp production was considered fair with 90 percent of the catch consisting of the brown variety. Blue crab production was normal.

New York Landings Up

During the first six months of this year, New York landings of fish and shellfish, exclusive of menhaden taken by purse seines, amounted to 24.7 million pounds valued at \$3.5 million. This represented an increase of 1.7 million pounds, but a loss of \$452,000. Gains in the catches of whiting, blackback, cod, butterfish, squid and swellfish were largely responsible for the overall increase in the six-month period.

During June the landings amounted to 3.3 million pounds valued at \$534,000. This was a decrease of 205,000 pounds and \$76,000 as compared with June of last year.



WHERE TO LOOK for the Greatest Developments In Commercial Fish Netting

Here's practical, money-saving advice: Go to your nearest supplier of *Barbour's* and *Gold Medal* Netting for your best buys in the new synthetic and cotton nettings and seine twines. They represent today's greatest developments in efficient, profit-making netting, are the products of America's first authority on commercial fish netting—the Linen Thread Company. You can count on their uniform strength and quality construction.

Your Best Investment for Profitable Fishing

Barbour's Bonded Nylon Seine Netting—Nylon Gill Netting.

Gold Medal Cotton Seine Netting—Cotton Seine Twine—Filament Nylon Seine Twine—Nylon Gill Netting—Spun Nylon Seine Twine.

Also—**NYAK** Netting and Seine Twine for the advantages of Nylon at a big saving.

FREE—AN ARK PLASTIC FLOAT—They weigh less, float better, last far longer...another great product developed by Linen Thread for the commercial fishing industry. Write for free sample.



THE LINEN THREAD CO., INC.
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New York
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San Francisco
Gloucester

Makers of Fine Netting for Over a Century

EQUIPMENT and SUPPLY NEWS

Augur Moves to New Quarters

After being located on Fulton Street, New York City, for 57 years, W. A. Augur, Inc., also known as Augur's Net & Twine Store, has moved to 54 Beekman St. in New York.

Augur is one of a couple of hundred old, established firms that have been forced to move to make way for the widened Water Street-Pearl Street highway.

The new location of Augur's is in the same neighborhood as the old store, and is handy to Fulton Market. It provides more convenient and expanded facilities, with twice the ground floor area, in a fine new store.

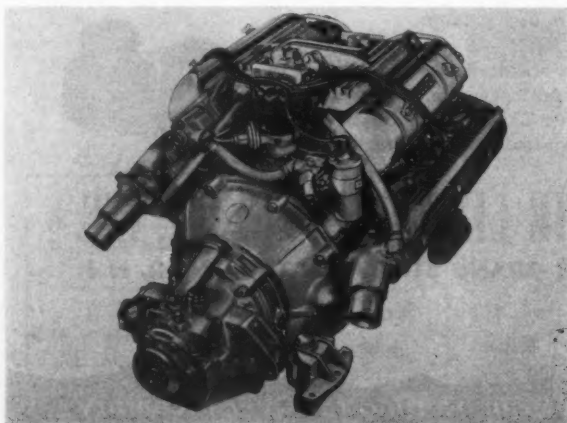
The history of the Augur business dates back to May 1900 when W. A. Augur opened a net and twine store. The business grew and prospered under the close personal watch of Mr. Augur. It differed from others in not using any outside salesmen, but depending entirely on mail and printed advertising. When Mr. Augur died in 1930, his son, W. R. Augur was already in the firm, and he has carried on the business since that time.

Augur's is a typical net and twine store carrying netting of many kinds, as well as all the items that belong with netting. It is one of the very oldest Plymouth Rope dealers. Before plastics arrived, it imported large quantities of seine corks directly from Spain. Augur also has a large trade in baymen's tools, such as rakes, tongs and spears.

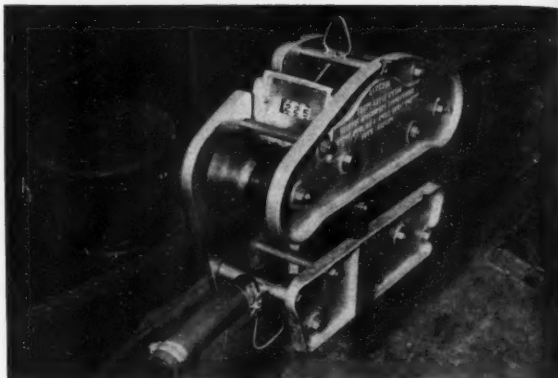
New Gray Marine Fireball V-8

The new 225 hp. Fireball V-8 increases Gray Marine Motor Company's line of four and six cylinder gasoline and Diesel marine engines to twenty four. The Detroit, Mich., company's new model features lightness, compactness, and ease of servicing.

The new Fireball V-8 has been thoroughly tested and use-proved and has new features now standard. Shockless shifting, with separate self-adjusting clutches for forward and reverse, permits instantaneous or gradual engagement. New "roll pin" fastening for propeller shaft maintains coupling balance. The "Velvet Drive," hydraulic transmission, was designed for Gray by Warner Gear. The new Gray adjustable rubber "Quick-Align" mounts are also standard. Independent temperature controls on each bank of cylinders provide faster engine warm-up. Water heated intake manifold permits all-day idling without loading. The spark plugs, oil dipstick, and the filler tube are located on top for simpler servicing. A complete instruction manual is included with each engine.



The new 225 hp. Fireball V-8, of the Gray Marine Motor Co., Detroit, Mich., has spark plugs, oil dipstick, and filler tube located on top for simpler servicing.



Olympic Trawl Cable Meter 750 made by Olympic Instrument Laboratories, Vashon, Wash., exhibited at the International Fishing Gear Congress, Hamburg, Germany.

Olympic Has Larger Cable Meter

A large capacity trawl cable meter, developed by the Olympic Instrument Laboratories, Vashon, Wash., attracted much attention at the International Fishing Gear Congress held this year in Hamburg, Germany. Most of the draggers and trawlers of the Atlantic Coast use heavy trawl cable which is too large for the old model so the new Model 750 has been introduced.

The new model will accommodate, without adjustments, $\frac{1}{2}$ " to 1" diameter cable with split splices and markers or unspliced cable up to $\frac{3}{4}$ ". The 21 pound meter is made of corrosion resistant aluminum and stainless steel. Measuring wheel has Neoprene rubber tire. The nylon bushings and sealed anti-friction bearings contribute to reliable service. The sealed counter which is easily visible at 12 feet, indicates in fathoms to 999 and subtracts when the cable is hauled in. Electrically operated, remote reading counters are available.

Mono-Seal Marine Coating Has "Stretch"

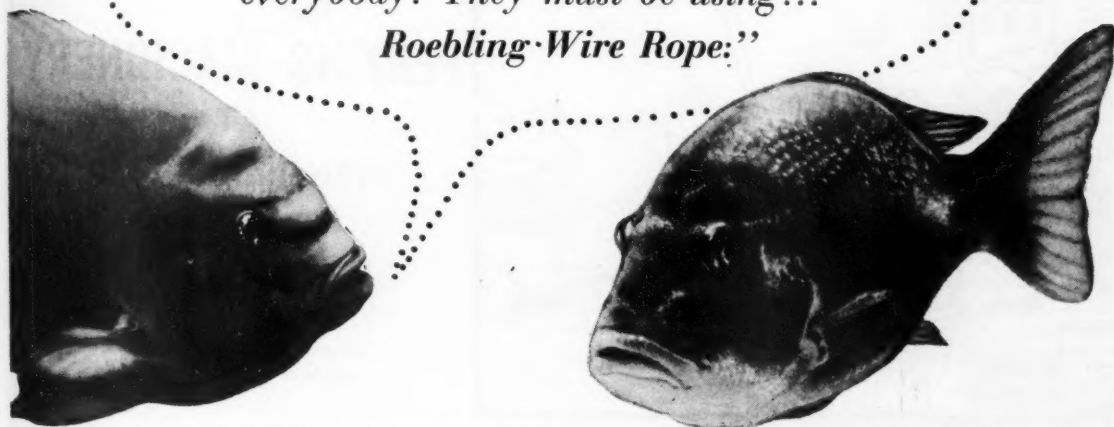
Four years of development and special testing by Mono-Seal Products has produced a new, tough, plastic-type protective marine coating. It has demonstrated outstanding properties for corrosion resistance. Mono-Seal has a natural "stretch" and it will not chip or peel when bent or dented.

Mono-Seal is described as a balanced, chemo-setting, synthetic resin coating containing the newly discovered silicones and epoxies. It contains no plasticizers or oils that normally cause progressive age embrittlement and deterioration. Mono-Seal has been demonstrated on a wide range of marine applications, both equipment and hulls, and is reported to have an unusually long service cycle.

The coating comes in a three part package consisting of Mono-Seal Resin, Activator, and Thinner, each furnished in separate cans with complete instructions for use. It is mixed according to the method of application and desired film thickness. Brush, spray, or dip methods of application may be used. Drying and curing times are favorable and successive coat operations may be done in a shorter time.

Mono-Seal is available in twenty-two standard colors and clear. Special colors can be matched. Gloss is stocked and semi-gloss and flat are available on order. Color charts, complete data on application and characteristics, and illustrations of tested applications are now available from Mono-Seal Products, 44 Garden Street, Everett 49, Mass.

*"They hauled in the
whole school—freshmen, juniors, seniors...
everybody! They must be using...
Roebling Wire Rope."*



Special Galvanized Roebling, he means. It's the really tough rope for the long haul. Handles easily throughout its long life and fights corrosion every inch of its length.

In a variety of types and sizes for shrimp rope, trawling rope and purse seine rope...just what you need when school's in session. Call your distributor or the nearest Roebling office. John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

(Buy from the guy who eats your fish)

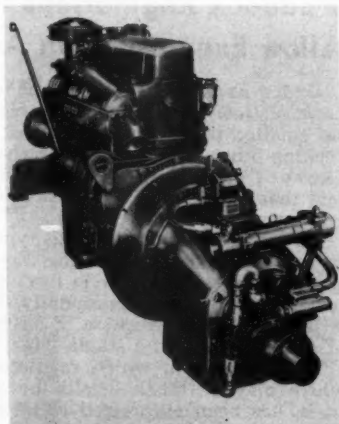
ROEBLING

Subsidiary of The Colorado Fuel and Iron Corporation



Hydraulic Gear on Osco Diesels

Hydraulically controlled reversing gears are now offered as standard equipment on the XL and XR series of Osco's 4DF Ford Marine Diesel. The engines are also available in opposed rotation pairs in ratios of 1.5:1, 2:1, 2.5:1, and 3:1. The reversing mechanism is the selective system using separate sets of wet clutch plates for forward and reverse. Additional information may be obtained from Osco Motors Corp., Philadelphia 40, Pa.



Osco Diesel with hydraulic gear.

Cleaner Removes Rust and Mineral Deposits

Scales of rust and heavy mineral deposits can interfere with the efficient cooling of the marine engine, causing overheating and excess wear. Sudbury Laboratory, assures increased efficiency and longer trouble free engine performance with their Water Jacket Cleaners.

Sudbury Marine Water Jacket Cleaner No. 1 is designed to remove rust scale throughout the engine's water jacket, leaving the inside surface rust free. Various mineral salts, such as magnesium, calcium, etc., form a flint-like deposit on the inside of the jacket and eat away at the metal.

Sudbury Marine Water Jacket Cleaner No. 2 is made

to combat the rock-hard deposits. The folder, "Does your Engine Boil Like A Tea Kettle Or Purrr Like A Kitten?" describing Sudbury Marine Water Jacket Cleaner, may be obtained by writing the Sudbury Laboratory, South Sudbury, Mass.

Blankenbiller Heads Bowers Sales

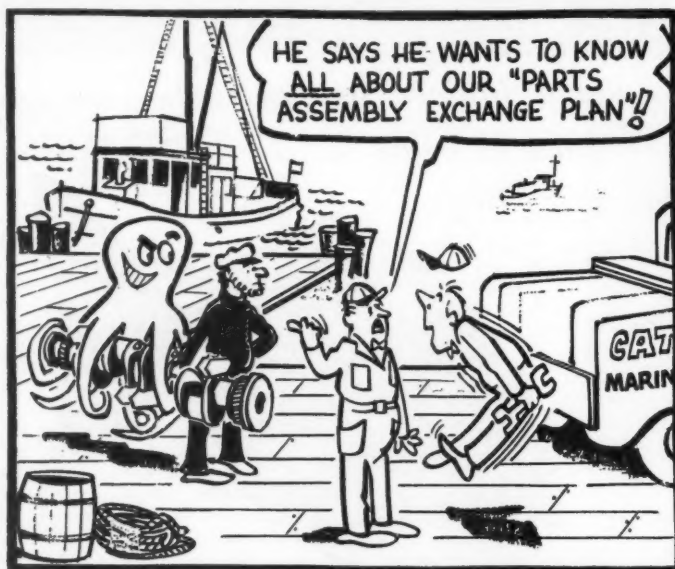
Karl J. Blankenbiller, with Bowers Battery and Spark Plug Company since 1938, has been appointed manager of sales operations with headquarters at the main office in Reading, Pa., it has been announced by Harry J. Noznesky, President. Blankenbiller has served in various sales capacities in the Bowers Organization and in his new position will coordinate sales for all sales divisions with particular emphasis on supervising office details for outside sales personnel.

Fairbanks-Morse Makes Personnel Changes

Changes in personnel have been announced by Fairbanks-Morse & Co., Chicago manufacturers. Page S. Proctor, many years manager of the New Orleans branch is retiring January first. W. F. Wahlenmaier, manager of the Portland branch, will take over Proctor's post. Milo C. Roy, of the Chicago sales and service branch will succeed Wahlenmaier. W. B. Morse, most recently assistant manager of the Chicago branch, has been promoted to manager of that branch.

New Hancock Marine Blocks

Hancock Marine of 1567 North Main Street, Fall River, Mass., is offering three new heavy duty blocks. The new blocks, like other Hancock Marine blocks, are built for the fishing trade to be used from the tropics to the arctic. Steel checks and sheaves are made to last for years under severe use. Pressure grease filling is provided on the sheaves and eye bolts. All sheaves are bronzed bushed. The newest Dangleline block has an 8" diameter sheave



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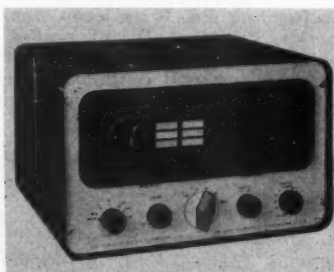
Marine Division: 4 Water St., Fairhaven, Mass. Phone: New Bedford 6-0011

Main Office: Exit 53 Route 128, Needham Hts., Mass. Phone: NEedham 3-5800

and is 3¼" between block checks. The new 10" heavy duty block with a 1¼" width comes in the Beckett and Hanging models. Hancock also manufactures galvanized steel towing blocks in 8 x 2¾", 8 x 1¾" and 6 x 1¾" sizes. Beckett type blocks are made in 6" x 8" sizes, with either steel or iron sheaves.

New Apelco Radiotelephone Package

Apelco has announced the AE-32, another marine radio-telephone package. As in the AE-16 the package includes crystals for three channels, tubes, microphone, effective center load antenna with insulated mounts and connecting lead. Equipment is factory pre-tuned and integrated with the antenna so that the combination operates at highest efficiency. Installation is simple.



Apelco AE-32 radiotelephone

The radiotelephone has input power rating of 42 watts, covers frequency range of 2000 to 3000 kcs. Five crystal controlled channels are provided, both for the transmitter and receiver. It features, additionally, the standard broadcast band.

Equipment has a built in power supply and is available for 6 or 12 volt DC operation. Overall equipment dimensions are 8¾" high, 13½" wide, and 11½" deep. The antenna is center-loaded type with removable top-whip. Overall height is approximately 13 feet. Latch-type plate mounting insulators permit quick lock-up and release.

Haddock Regulations Revised To Allow Exemption On Annual Basis

Under revised regulations, haddock fishermen off the coast of New England are required to use nets with mesh no smaller than four and a half inches, but fishermen seeking other species who incidentally catch haddock are exempt from the net restriction if their haddock take is less than 10 percent of all trawl caught fish during any one year.

An annual exemption of this type has long been wanted by a sizable segment of the New England trawl fleet which engages primarily in fishing for species other than haddock or cod but occasionally finds it difficult to keep within the trip exemption of 5,000 pounds or 10 percent of all fish taken on a single trip.

This exemption, which regulates the haddock or cod which may be taken legally by a vessel on an annual basis, has been authorized as an experiment by the International Commission for the Northwest Atlantic Fisheries and is the direct result of an industry request for this type of exemption. It is possible for any person to avail themselves of the new exemption, but the trial basis upon which it is authorized is emphasized. Any vessel operating under a Certificate of Exemption must furnish on Form BCF 3-4 a certified account of all fish caught immediately following the trip or delivery or sale of such fish. To obtain a Certificate of Exemption, two copies of Form BCF 3-3 must be filled out and enclosed with a statement of all fish taken by the vessel during the previous 12-month period. When the form is validated by the Regional Director, the vessel will be authorized to operate in accordance with the conditions of the exemption. Information may be obtained from U. S. Department of Interior, Fish & Wildlife Service, Bureau of Commercial Fisheries, 59 Temple Place, Boston 11, Mass.

BOAT CATCHES

For Month of October

Hailing fares. Figure after name indicates number of trips.

SEATTLE

Halibut Fleet Fishery

| | | | |
|------------------|--------|-----------------|--------|
| Addington (2) | 32,500 | Lloyd (2) | 52,700 |
| Agnes O. (2) | 41,500 | Maddock (2) | 34,900 |
| Albatross (2) | 64,500 | Mermaid (2) | 26,400 |
| Angeles (1) | 13,200 | Nanna (2) | 34,900 |
| Arlice (2) | 38,300 | National (1) | 18,400 |
| Arne (2) | 31,800 | Nightingale (1) | 7,900 |
| Atlantic (1) | 9,500 | Nordic (1) | 50,000 |
| Bergen (2) | 31,800 | Norrona (2) | 33,100 |
| Bernice (2) | 34,900 | Northern (1) | 39,000 |
| Bonanza (1) | 11,000 | Nova (2) | 34,900 |
| California (2) | 49,000 | Oceanus (2) | 37,900 |
| Constitution (2) | 62,100 | Orbit (2) | 31,900 |
| Coolidge (2) | 29,600 | Pacific (1) | 45,000 |
| Ethel S. (2) | 61,000 | Presho (1) | 7,000 |
| Eureka (1) | 9,600 | Regina (1) | 14,700 |
| Faith II (1) | 7,700 | Resolute (1) | 26,900 |
| Flying Tiger (1) | 8,500 | Satrania (2) | 38,800 |
| Forward (1) | 8,900 | Sea Bird (2) | 33,500 |
| Freya (2) | 33,500 | Shirley J. (2) | 38,700 |
| Hoover (1) | 11,200 | Sonja (2) | 37,000 |
| Inez M. (2) | 48,500 | Soupan (1) | 9,500 |
| Ivanhoe (1) | 10,400 | Swift II (2) | 22,900 |
| Jane (1) | 21,000 | Sylvia (2) | 59,500 |
| Leading Lady (1) | 38,000 | Thor (1) | 43,000 |
| Leviathan (1) | 11,800 | Tillikum (2) | 20,000 |
| Liberty (1) | 27,000 | Tongass (2) | 20,400 |

GLOUCESTER (Mass.)

| | | | |
|---------------------------|---------|-------------------------|---------|
| Admiral (2) | 90,000 | Manuel P. Domingoes (2) | 295,000 |
| American Eagle (5) | 61,500 | Marianna II (4) | 48,000 |
| Anna Guarino (5) | 14,000 | Mary (1) | 1,500 |
| Ann & Marie (12) | 17,400 | Mary Ann (6) | 141,000 |
| Annie (11) | 52,300 | Mary Jane (2) | 400,000 |
| Anthony & Josephine (9) | 15,000 | Morning Star (9) | 220,000 |
| Atlantic (3) | 139,000 | Nancy B. (1) | 3,000 |
| Bonaventure (1) | 7,000 | Nancy & Maria (1) | 4,000 |
| Carlannus (10) | 13,500 | Natale III (8) | 104,000 |
| Carlo & Vince (4) | 136,500 | Njorth (4) | 5,000 |
| Catherine B. (6) | 252,000 | No More (8) | 5,500 |
| Cigar Joe (5) | 87,000 | North Sea (2) | 265,000 |
| Clipper (1) | 130,000 | Ocean Clipper (1) | 2,000 |
| Curlew (2) | 300,000 | Ocean Spray (3) | 103,000 |
| Cushmeer (3) | 715,000 | Ocean Wave (1) | 11,000 |
| Dawn (8) | 9,800 | Olympia (8) | 348,500 |
| Dolphin (2) | 250,000 | Our Lady of Fatima (2) | 357,000 |
| Doris F. Amero (2) | 85,000 | Peggy Belle (2) | 1,500 |
| Eddie & Lulu M. (11) | 13,500 | Pioneer (4) | 5,500 |
| Emily H. Brown (2) | 325,000 | P. K. Hunt (2) | 107,000 |
| Estrela (2) | 405,000 | Priscilla (1) | 2,500 |
| Eva II (9) | 22,700 | Prosperity (8) | 9,500 |
| Evelyn C. Brown (1) | 250,000 | Rose & Lucy (8) | 55,500 |
| Falcon (12) | 154,100 | Rosemarie (4) | 66,500 |
| Flow (1) | 240,000 | Rosie & Gracie (6) | 117,000 |
| Frances R. (2) | 64,000 | St. Anna Maria (8) | 26,500 |
| Frankie & Jeanne (9) | 9,000 | St. Anthony (1) | 30,000 |
| Gaetano S. (1) | 35,000 | St. Joseph (2) | 65,000 |
| Gertrude E. (5) | 4,900 | St. Mary (7) | 174,500 |
| Giacoma (12) | 34,300 | St. Nicholas (1) | 5,000 |
| Golden Dawn (2) | 1,000 | St. Peter (3) | 106,000 |
| Golden Eagle (1) | 120,000 | St. Peter III (7) | 195,500 |
| Helen B. (2) | 45,000 | St. Providence (1) | 7,500 |
| Immaculate Conception (4) | 133,000 | St. Stephen (12) | 57,900 |
| Irma Virginia (7) | 47,000 | St. Terese (6) | 353,000 |
| Jackie B. (5) | 125,000 | Salvatore & Grace (5) | 26,000 |
| Jackson & Arthur (13) | 49,000 | Santa Lucia (5) | 35,000 |
| J. E. N. (3) | 67,000 | Sebastiana C. (9) | 337,500 |
| Joseph S. Mattos (2) | 245,000 | Serafina N. (2) | 2,500 |
| Josie II (9) | 26,500 | Serafina II (3) | 57,000 |
| Judith Lee Rose (2) | 445,000 | Star of the Sea (2) | 41,000 |
| Lady of Good Voyage (1) | 2,000 | Sunlight (2) | 190,000 |
| Lady of the Rosary (3) | 102,000 | Theresa M. Boudreau (2) | 400,000 |
| Linda B. (5) | 26,500 | Tina B. (1) | 85,000 |
| Little Flower (8) | 238,000 | Tipsy Parson (12) | 26,500 |
| Little Joe (3) | 2,000 | Victoria (6) | 9,500 |
| Lone Ranger (8) | 7,500 | Villanova (2) | 270,000 |
| Luckimée (2) | 460,000 | Vincie (6) | 117,000 |
| Malolo (1) | 70,000 | Virginia Ann (5) | 3,000 |
| | | We Three (1) | 6,000 |
| | | White Owl (10) | 25,000 |



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(Made from 100% DuPont Nylon)

Clean, sharp and uniformly knotted to perfection, Starr Nylon Netting has the look of quality . . .

Rugged, yet lightweight, Starr Nylon Netting has the feel of dependability.

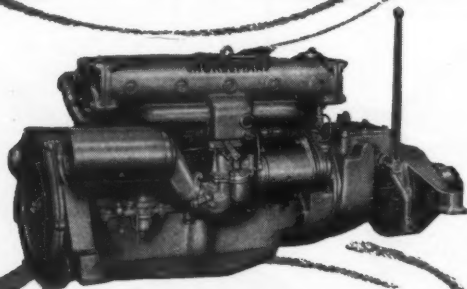
Expertly made by experienced hands, Starr Nylon Netting has the bonus feature of long run economy and maximum performance.

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No changes...except improvements!

KNIGHT...155 H.P.

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BULLET...110 H.P.

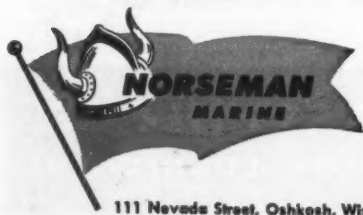
BLUEFIN...105 H.P.

ARROW...95 H.P.

COLT...80 H.P.

ELF...23 H.P.

REMEMBER: **NORSEMAN** MARINE ENGINES ARE
NORDBERG ENGINES! NO CHANGE IN PARTS
AND SERVICE!



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Get the new
Norseman catalog
from your dealer!



Gloucester Scallop Landings (Lbs.)

| | | | |
|-----------------|--------|----------------------|--------|
| Brother Joe (2) | 9,500 | Sylvester Whalen (2) | 22,000 |
| Stephen R. (1) | 11,000 | | |

NEW BEDFORD (Mass.)

| | | | |
|------------------------|---------|------------------------|---------|
| Adventurer (4) | 73,700 | Katie D. (1) | 41,000 |
| Anastasia E. (2) | 36,200 | Lorine III (2) | 41,700 |
| Annie Louise (2) | 31,000 | | |
| Annie M. Jackson (3) | 76,000 | Major J. Casey (3) | 83,000 |
| Barbara M. (3) | 53,000 | Malvina B. (3) | 86,000 |
| Barracuda (2) | 18,500 | Marie & Katherine (3) | 88,000 |
| Cap'n Bill (1) | 20,300 | Mary E. D'Eon (3) | 49,000 |
| Cap'n Bill II (3) | 104,100 | Mary Tapper (4) | 112,000 |
| Captain Deebold (1) | 9,800 | Midway (4) | 104,400 |
| Carl Henry (3) | 48,300 | Miriam A. (1) | 20,900 |
| Charles E. Beckman (4) | 59,500 | Molly & Jane (3) | 50,500 |
| Christina J. (3) | 76,100 | Nautilus (3) | 105,900 |
| Christine & Dan (2) | 29,500 | North Sea (3) | 58,700 |
| Comber (3) | 38,800 | | |
| Connie F. (3) | 93,500 | Pauline H. (4) | 176,300 |
| Curlew (1) | 4,500 | Phyllis J. (3) | 50,900 |
| Eugene & Rose (3) | 48,200 | Roberta Anne (3) | 70,200 |
| Falcon (3) | 100,000 | Rosemarie V. (3) | 61,800 |
| Falcon (N. Y.) (1) | 14,000 | Ruth & Helen (1) | 10,500 |
| Famiglia (1) | 7,700 | Ruth & Nancy (3) | 46,000 |
| Gannet (3) | 93,000 | R. W. Griffin, Jr. (3) | 78,200 |
| Gertrude D. (1) | 15,500 | Sea Rambler (2) | 54,500 |
| Gladys & Mary (3) | 131,000 | Solveig J. (4) | 153,500 |
| Growler (3) | 97,700 | Stanley B. Butler (1) | 43,600 |
| Harmony (3) | 74,500 | Stella Maria (2) | 25,300 |
| Hope II (2) | 69,000 | Sunbeam (3) | 69,100 |
| Huntington Sanford (1) | 18,900 | Susie O. Carver (4) | 57,900 |
| Invader (3) | 106,000 | Teresa & Jean (4) | 158,900 |
| Ivanhoe (3) | 63,500 | Two Brothers (3) | 33,800 |
| Jacintha (3) | 105,300 | Venture I (3) | 88,700 |
| Janet & Jean (2) | 78,000 | Victor Johnson (4) | 77,500 |
| Jenny (1) | 18,000 | Viking (3) | 82,200 |
| Joan & Tom (1) | 16,000 | Whaler (3) | 136,500 |
| Julia DaCruz (2) | 55,200 | | |

Scallop Landings (Lbs.)

| | | | |
|-----------------------|--------|-----------------------|--------|
| Abram H. (3) | 33,000 | Linda & Warren (2) | 13,300 |
| Adele K. (2) | 21,000 | Linus S. Eldridge (2) | 22,000 |
| Agda W. (1) | 6,000 | Louis A. Thebaud (1) | 11,000 |
| Aloha (3) | 25,000 | Louise (2) | 22,000 |
| Alpar (2) | 14,000 | | |
| Amelia (2) | 20,000 | Malene & Marie (2) | 20,500 |
| Babe Sears (2) | 18,000 | Majorie M. (1) | 3,000 |
| Baltic (2) | 22,000 | Marmax (1) | 11,000 |
| B. Estelle Burke (3) | 23,000 | Mary Anne (2) | 22,000 |
| Bobby & Harvey (3) | 24,400 | Mary J. Hayes (2) | 22,000 |
| Brant (2) | 16,000 | Miriam A. (1) | 11,000 |
| Bright Star (3) | 33,000 | Moonlight (2) | 21,000 |
| Carol & Estelle (2) | 18,000 | Nancy Jane (1) | 11,000 |
| Catherine & Mary (1) | 10,000 | Nellie Pet (2) | 22,000 |
| Catherine C. (2) | 11,000 | New Bedford (2) | 22,000 |
| Charles S. Ashley (3) | 30,500 | Newfoundland (2) | 17,000 |
| Clipper (3) | 33,000 | Noreen (2) | 22,000 |
| Dartmouth (2) | 19,000 | Pearl Harbor (2) | 22,000 |
| Debbie Jo-Ann (2) | 22,000 | Pelican (2) | 18,000 |
| Dorothy & Mary (1) | 10,000 | Porpoise (2) | 22,000 |
| Edgartown (2) | 22,000 | Rita B. (1) | 11,000 |
| Eleanor & Elsie (3) | 33,000 | Rosalie F. (2) | 15,800 |
| Elizabeth N. (2) | 15,000 | Rush (2) | 13,500 |
| Eugene H. (3) | 31,500 | Ruth Moses (2) | 21,000 |
| Eunice-Lillian (1) | 11,000 | Sea Ranger (1) | 11,000 |
| Fairhaven (2) | 22,000 | Sharon Louise (2) | 20,000 |
| Flamingo (2) | 21,500 | Sippican (2) | 22,000 |
| Fleetwing (2) | 21,500 | Smilyn (3) | 27,500 |
| Florence B. (2) | 22,000 | Snoopy (2) | 21,500 |
| Friendship (2) | 18,200 | Stanley M. Fisher (1) | 11,000 |
| Jerry & Jimmy (3) | 31,200 | Stephen R. (1) | 9,000 |
| John G. Murley (1) | 11,000 | Ursula M. Norton (2) | 22,000 |
| Josephine & Mary (3) | 23,800 | Vivian Fay (2) | 20,500 |
| Kingfisher (2) | 21,500 | Wamsutta (3) | 23,700 |
| Laura A. (3) | 30,500 | Whaling City (2) | 22,000 |

NEW YORK

| | | | |
|---------------|---------|------------------|--------|
| Andrea G. (2) | 77,000 | Tina B. (2) | 84,200 |
| Austin W. (2) | 57,500 | Two Brothers (3) | 42,300 |
| Clipper (3) | 127,000 | | |

Scallop Landings (Lbs.)

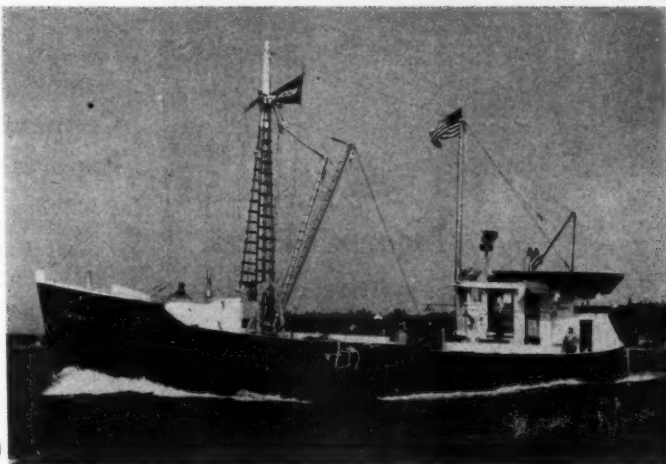
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| Barbara & Gail (1) | 11,000 | Felicia (2) | 19,700 |
| Beatrice & Ida (1) | 11,000 | Muskegon (1) | 7,900 |
| Carol-Jack (2) | 17,400 | Norseman (1) | 11,000 |
| David A. (1) | 11,000 | Richard Lance (1) | 9,000 |
| Enterprise (2) | 17,500 | | |

Another Good Producer for the Scallop Industry

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Owned by Capt. A. J. Pedersen
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Designed by Dwight S. Simpson



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SOUTH BRISTOL, MAINE

"A Good Place to Build a Good Boat"

BOSTON (Mass.)

| | | | |
|-------------------------|---------|------------------------|---------|
| Acme (4) | 31,500 | Michigan (2) | 171,800 |
| Agatha (3) | 97,300 | Nancy B. (2) | 33,800 |
| Agatha & Patricia (2) | 104,000 | New Star (2) | 109,400 |
| Angie & Florence (3) | 36,500 | Notre Dame (4) | 144,300 |
| Arlington (2) | 201,000 | Ocean Clipper (2) | 42,300 |
| Atlantic (2) | 139,500 | Ocean Wave (3) | 91,400 |
| Baby Rose (3) | 119,200 | Ohio (1) | 54,100 |
| Bonaventure (1) | 55,000 | Olympia LaRosa (4) | 138,100 |
| Bonnie (2) | 147,800 | Pam Ann (3) | 175,000 |
| Bonnie Billow (2) | 89,700 | Patty Jean (2) | 180,600 |
| Bonnie Breaker (2) | 106,300 | Phantom (3) | 273,600 |
| Brighton (3) | 198,400 | Pilgrim (2) | 86,400 |
| Buzz & Billy (4) | 127,900 | Plymouth (2) | 120,800 |
| Cambridge (2) | 219,000 | Princess (1) | 9,600 |
| Caracara (3) | 81,500 | Puritan (1) | 60,800 |
| Carmela Maria (5) | 26,100 | Racer (3) | 177,300 |
| Carmen & Vince (4) | 196,600 | Raymonde (3) | 152,800 |
| Charlotte G. (2) | 44,500 | Red Jacket (3) | 395,000 |
| Columbia (2) | 77,600 | Regina Maria (2) | 85,200 |
| Comet (2) | 124,700 | Rosa B. (3) | 188,000 |
| C. R. & M. (2) | 57,000 | Rosie (2) | 48,800 |
| Eagle (2) | 111,600 | Rush (2) | 140,500 |
| Edith L. Boudreau (2) | 58,100 | St. Angelo (3) | 73,100 |
| Elizabeth B. (2) | 146,800 | St. Joseph (2) | 45,200 |
| Ethelena (4) | 138,200 | St. Marco (3) | 77,800 |
| Evelina M. Goulart (3) | 85,800 | St. Nicholas (2) | 104,900 |
| Flying Cloud (3) | 371,900 | St. Rosalie (4) | 95,100 |
| Four (3) | 167,500 | St. Victoria (3) | 150,300 |
| Geraldine & Phyllis (2) | 65,700 | Salvatore (1) | 1,400 |
| Hazel B. (3) | 152,700 | Sant' Antonio II (1) | 9,200 |
| Holy Family (3) | 127,700 | Santa Maria (4) | 125,300 |
| Jane B. (2) | 153,200 | Santa Rita II (1) | 14,000 |
| J. B. Junior (2) | 139,900 | Savoia (2) | 24,700 |
| J. B. N. (1) | 25,800 | Sea Queen (3) | 86,900 |
| Jeanne D'Arc (1) | 39,600 | Stanley B. Butler (1) | 38,700 |
| Joseph & Lucia (2) | 107,000 | Star of the Sea (3) | 106,100 |
| Josephine P. II (1) | 12,000 | Swallow (3) | 205,300 |
| Lady of Good Voyage (3) | 83,800 | Terra Nova (3) | 184,500 |
| Lady of the Rosary (1) | 22,500 | Texas (3) | 181,500 |
| Leonard & Nancy (2) | 37,800 | Thomas D. (3) | 162,300 |
| Manuel F. Roderick (4) | 196,500 | Thomas Whalen (1) | 40,200 |
| Mary & Joan (2) | 104,000 | Villanova (3) | 130,900 |
| Mary B. (1) | 1,500 | Weymouth (3) | 196,700 |
| Mary Rose (3) | 128,400 | Wild Duck (3) | 159,100 |
| M. C. Ballard (2) | 103,000 | William J. O'Brien (3) | 208,400 |
| Michael & Grace (3) | 40,200 | Winchester (3) | 282,800 |
| Michael G. (1) | 5,300 | Wisconsin (3) | 361,400 |

WOODS HOLE (Mass.)

| | | | |
|------------------|--------|--------------------|--------|
| Annie Louise (1) | 3,000 | Morning Star (2) | 4,600 |
| Arnold (5) | 32,000 | Natafor (1) | 3,600 |
| Clara C. (1) | 3,100 | Papoose (3) | 16,800 |
| Gertrude D. (2) | 10,000 | Reliance (1) | 4,700 |
| Janet Elise (2) | 2,700 | Roann (2) | 56,200 |
| Lynn (3) | 22,000 | Southern Cross (2) | 24,100 |
| Madeline (3) | 23,500 | Three Bells (1) | 8,900 |
| Margie L. (2) | 16,600 | Viking (2) | 6,700 |
| Metacomet (4) | 43,300 | | |

Scallop Landings (Lbs.)

| | | | |
|--------------|-------|-----------------------|--------|
| Empress (1) | 6,500 | Nancy Jane (1) | 7,800 |
| Lubenray (1) | 9,400 | Stanley M. Fisher (1) | 10,600 |

ROCKLAND (Me.)

| | | | |
|--------------------|---------|-----------------|---------|
| Andarte (1) | 20,000 | Louise G. (1) | 12,000 |
| Araho (3) | 193,000 | Mable Susan (3) | 63,000 |
| Carlene (1) | 3,000 | Ocean (2) | 365,000 |
| Elin B. (3) | 88,000 | Squall (1) | 290,000 |
| Flo (3) | 157,000 | Storm (2) | 585,000 |
| Helen Mae II (3) | 81,000 | Surf (2) | 520,000 |
| John J. Nagle (1) | 130,000 | Tide (1) | 280,000 |
| Little Growler (4) | 106,500 | Wave (2) | 470,000 |

Scallop Landings (Lbs.)

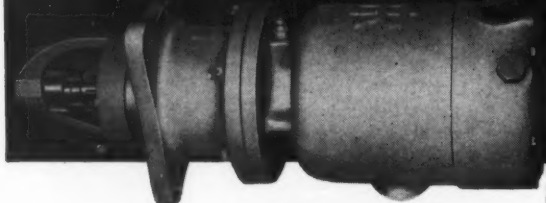
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| Pocahontas (2) | 22,000 | Rhode Island (1) | 11,000 |
|----------------|--------|------------------|--------|

PORTLAND (Me.)

| | | | |
|-------------------------|---------|-------------------|---------|
| Agnes & Elizabeth (4) | 124,500 | Mocking Bird (1) | 49,000 |
| Alice M. Doughty II (4) | 166,000 | Ocean Life (1) | 350,000 |
| Andarte (3) | 290,000 | Quincy (1) | 200,000 |
| Challenger (2) | 500 | Resolute (1) | 37,000 |
| Crescent (1) | 400 | St. George (2) | 360,000 |
| Dorchester (1) | 100,000 | St. Joseph II (4) | 2,700 |
| Dorothy & Ethel II (4) | 115,000 | Theresa R. (3) | 227,000 |
| Ellnor & Jean (3) | 72,000 | Vagabond (2) | 145,000 |
| Gulf Stream (1) | 200,000 | Vandal (2) | 137,000 |
| John J. Nagle (1) | 160,000 | Vida E. II (3) | 2,100 |
| Lawson (2) | 123,000 | Voyager (3) | 143,000 |
| Mary & Helen (3) | 2,300 | Wavenock (2) | 426,000 |
| Medan (1) | 280,000 | Winthrop (2) | 47,100 |



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|---------------------|--------|----------------------|--------|
| America (14) | 34,000 | Irene & Walter (14) | 17,900 |
| Averlo (11) | 6,800 | Jane Dore (14) | 17,500 |
| Bette Ann (15) | 16,800 | Lt. Thomas Minor (6) | 10,500 |
| Betty B. (1) | 1,400 | Luann (1) | 400 |
| Carl J. (17) | 53,600 | Marise (15) | 10,800 |
| Carol & Dennis (4) | 18,800 | Old Mystic (9) | 11,900 |
| Carolyn & Gary (16) | 37,200 | Theresa (5) | 26,800 |
| Connie M. (16) | 22,000 | William B. (13) | 34,300 |
| Fairweather (13) | 33,400 | | |

Connecticut Laboratory Reports on Oyster Set

According to a bulletin issued October 4 by the U. S. Fisheries Laboratory at Milford, Conn., the set of oysters in Long Island Sound this year was the poorest in 20 years.

Dr. V. L. Loosanoff, laboratory director stated that he could not offer an explanation as to why the oysters failed to set this year. A study of environmental factors such as changes in temperature, salinity, amounts of precipitation, solar radiation, direction and velocity of winds, etc., does not indicate anything that sharply distinguished this summer from certain previous ones when good sets of oysters were obtained.

However, it is believed possible that their mortality and therefore, the lack of set, was caused by a lack of food or by epidemic diseases.

It is also believed that the larvae were eaten by their enemies and that unhealthy conditions existed in the sea water. It has been found that some dissolved substances can profoundly affect the development of eggs of marine animals and the survival of larvae.

The laboratory has suggested that Connecticut oyster growers consider the possibility of transferring part of their seed-oyster-production operations from the open Sound to more shallow, better protected waters, where oysters set more regularly and where control of enemies is more feasible. If oyster-producing areas are reestablished in such inshore waters, the industry may be assured of getting commercially important sets more often than in open waters. Furthermore, under these conditions, control of the chief oyster enemies, drills and starfish, would probably not be needed at all because these pests, which require water of comparatively high salinity, are not able to exist in inshore areas where the salinity is often temporarily reduced after heavy rains.

Rhode Island Tries New Hold Spray

The Point Judith fishing fleet is experimenting with a new type of spray intended to kill bacteria on fishing boats without harming the quality or taste of the catch. If the experiment works, there will be less waste because of the minimized spoilage and the quality of the catch will be improved. The experiment is sponsored by the Point Judith Fishermen's Cooperative and the Point Judith Fish Dehydrating Process. Co.

The New Bedford dragger *Theresa R.*, owned by Joseph Rego has used the spray successfully, according to officials of the General Products Co. which manufactures the spray compound. The compound is made up of four parts stabilized chlorine dioxide to 100,000 parts water.

June Landings Down

Landings of commercially-caught fish and shellfish at Rhode Island ports during June amounted to 16.3 million pounds valued at \$520,000. Compared with the corresponding month of last year, this was a decrease of 1.9 million pounds and \$68,000.

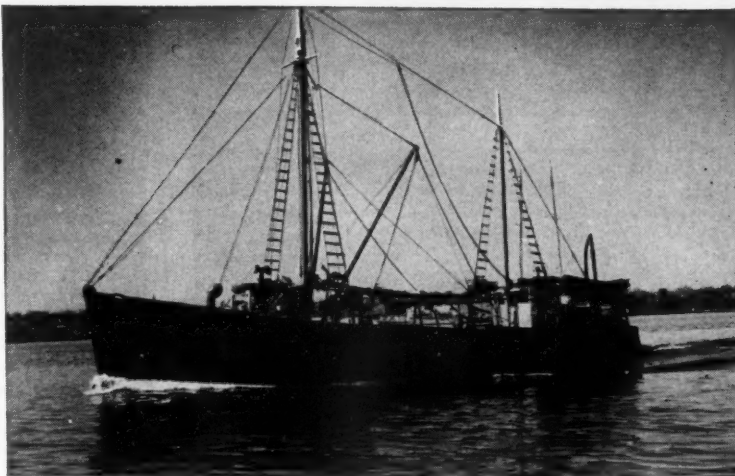
Even though there were sizeable increases in the landings of scup and squid during the month, landings of fish for industrial use were 2.1 million pounds below receipts of these fish a year ago and were primarily responsible for the overall decline.

Repowered "Fleetwing" gets new 5½-inch Tobin Bronze® Shaft

"Fleetwing" is one of seven fine trawlers in the well-known Murley fleet operating out of New Bedford, Mass. When she was repowered recently during an overhaul at Hathaway Machinery Co., she also got a new 5½" by 10' Tobin Bronze Shaft to transmit that power dependably.

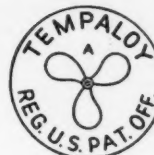
Tobin Bronze Propeller Shafting resists sea-water corrosion. It is strong and tough—yet "gives" under sudden jars to lessen the possibility of damage to bearings and housings. It is available through leading distributors of marine supplies. For detailed information, see your distributor, or write: The American Brass Company, Ansonia Division, Ansonia, Conn.

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TEMPALLOY®-917, a nickel-bearing bronze, was developed by The American Brass Company as a high-strength, tough companion shafting to Tobin Bronze. It is readily available and moderate in cost. Ask your marine supply dealer about it.



ANACONDA® PROPELLER SHAFTING

MADE BY THE AMERICAN BRASS COMPANY

Increased Shrimp Research

(Continued from page 11)

clared Congress the responsibility of giving priority to the need for funds in carrying out programs aimed at conservation of natural resources, including coastal fisheries.

Funds For Gulf Channel Study Requested

In a closing executive session the Commission adopted resolutions: (1) Calling on marine scientists in the five representative states to meet in January to consolidate all research information now available on varied aspects of Gulf fisheries, and to prepare a composite report on the research.

(2) Asking congressional delegations of the five states to support an adequate budget for the U. S. Fish & Wildlife Service to effectively carry out its assigned functions in working with states in promoting conservation of natural resources.

(3) Requesting the Army Corps of Engineers to allocate additional sufficient funds to the Fish and Wildlife Service for a thorough study in connection with the Gulf Tidewater Channel Project in Louisiana.

(4) Reiterating a previous stand of the Commission asking that imported seafoods be required to meet the same rigid sanitary requirements as those packed domestically.

(5) Supporting vocational fisheries training program.

(6) Asking the armed services of the U. S. to refrain from establishing bombing ranges in water areas where they will inflict material damages on fishing nursery grounds.

Special awards were presented to seven past commission chairmen and two others. The presentation was made by Herbert L. Wiltsee of Chicago, southern regional representative of the Council of State Governments, who

was instrumental in helping the Commission to organize in 1949.

Receiving awards were James N. McConnell, chief of the Division of Oysters and Water Bottoms and Commercial Seafood, Louisiana Wildlife and Fisheries Commission; first Commission chairman, Bert E. Thomas, Mobile, Alabama; Hermes Gautier, Mississippi commissioner, Pascagoula, Mississippi; David C. Jones, Jr., Naples, Florida; E. J. Grizzaffi, Louisiana commissioner, and Howard D. Dodgen, all past Commission chairmen. Also receiving awards were A. J. Harris, Alabama Assistant Attorney General assigned to the Conservation Department, and W. Dudley Gunn, Secretary-Treasurer of the Gulf States Commission.

Ice-Holding Units For Shrimpers

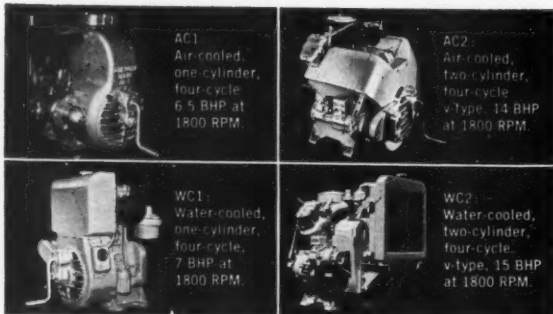
Shrimp trawling vessels, in the Campeche area of the Gulf of Mexico, have been chiefly concerned with the need for sufficient ice and fuel capacity, allowing the vessel to remain on the fishing grounds for a prolonged period. The time used to return to port for refueling and re-icing cuts heavily into the fishing time and profits.

To help solve this problem, many innovations have been applied such as insulated holds, freighting catches frequently, and borrowing ice and fuel from other vessels that have completed a trip. The ice-holder seems to be the one adaption that has proven to be the solution to the problem of sufficient ice and to enable the shrimp vessels to double their fishing time.

The "Ice-Holding Unit" is not a freezer, but a single unit refrigerator of one ton capacity with six plates or series of coils in the hold. These units create a temperature cold enough to form a crust on top of the ice and when this crust is broken the ice is found to be in the gravelly condition desired for icing shrimp. The cost of these units is reasonable and they hold ice adequately for a 40-day trip.

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1800 RPM

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four-cycle
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1800 RPM

WC1
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one-cylinder,
four-cycle
7 BHP at
1800 RPM

WC2
Water-cooled,
two-cylinder,
four-cycle
15 BHP at
1800 RPM

AMERICAN MARC also manufactures Diesel generating plants from 3 to 10 KW (AC or DC, and industrial three-phase), Diesel pumping units from 48 to 1700 GPM, marine propulsion, refrigeration units and power-packages for other services. American MARC can adapt any of its Big 4 engines to fit every job requiring from 5 to 20 BHP.

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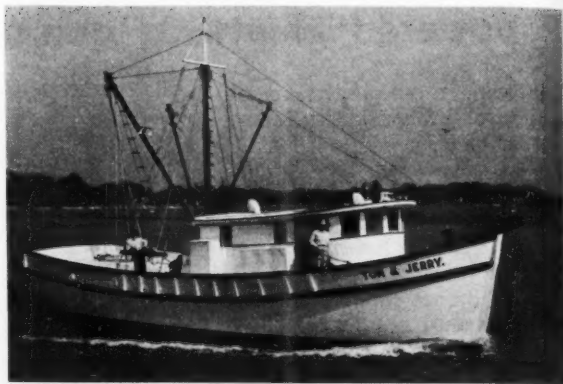
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THE "TOM & JERRY" 50' TRAWLER owned by Cook Fish Co. Panama City, Fla., was built by Diesel Engine Sales Inc., St. Augustine, Fla. She is finished with International paint and is equipped with 6-71 General Motors Diesel, 46 x 37 Doran Propeller, Tobin Bronze shaft, Goodrich Cutless stern bearing, Stroudsburg hoist, Styrofoam insulation, and Surrette batteries.

Florida Moves Ahead In Battle Against Red Tide

The red tide situation continues to look better with spraying of chemicals beginning to show the desired effect in the Clearwater area, where the tide moved from St. Petersburg. Two planes sprayed the areas near Blind Pass and Johns Pass. It has been estimated by the Fish & Wildlife Service that about 100,000 fish have been killed.

At Clearwater it is reported that dead fish are still drifting in in large numbers, but not in such great masses. Planes still continue to spray that area with copper sulphate, up to the northern edges of the outbreak which reaches up to Tarpon Springs. Clearwater has strung nets across Big Pass at the northern end of Clearwater Bay to catch dead fish before they reached the bay.

Catch for 1956 Gains 21 Percent

Commercial fishermen operating in salt waters off Florida brought in a catch of 210,524,000 pounds of fish which sold at the docks for \$30,196,000 in 1956. This take was above 1955 by 21 percent in volume and 18 percent in sales.

Food fish caught last year amounted to 70,233,000 pounds which sold for \$7,813,000, a gain of 3 percent in volume and a loss of 10 percent in value. Menhaden and other non-food fish totaled 69,088,000 pounds worth \$584,000 down 6 percent in volume and 19 percent in value.

Shrimp, crabs, lobster and related items amounted to 71,173,000 pounds, a 15 percent gain, worth \$21,557,000 or 32 percent more than the average. The sponge crop, slowly returning after disease virtually wiped out the beds, brought \$242,000 for about 30,000 pounds last year.

Part of Tortugas Closed to Shrimping

A small portion of the Tortugas shrimp beds off the coast of Florida are being closed to shrimping in an effort to protect the small shrimp which were being caught in this area. If it is found that this area is the "nursery" that grows the small shrimp to supply the rest of the fishing grounds nearby, the area may possibly be closed permanently.

Four huge lighted buoys are to be set near the area and patrol boats will be on duty every night to sample the shrimp. If the count comes up to market size the area will be reopened. The buoys are believed to be among the world's largest. They are 25 ft. long, eight ft. wide and tower 14 ft. above the water. They are equipped with battery-powered white lights that flash on for four seconds, off for eight. Each one, loaded with batteries and equipment, weighs about 20,000 pounds.

Shrimp Boats Return to Florida

Seven shrimp boats owned by Styron Shrimp Co. of Key West have returned to that port to start the 1957-58 shrimp fishing. The boats are the *Jane Carolyn*, *Marie*, *Alice*, *Lane*, *Lila*, *Lynn* and *Kathryn*.

Stanley L. Styron, manager of the firm reported recently that the fishing looks as good as it was last year, if not better.

About 20 North Carolina shrimp boats were due to arrive last month to fish from the Styron dock and sell their shrimp to the Styron Company.

To Operate out of Fort Myers Beach

Tringali Packing Co. have taken a lease and will pack out of Amazon Enterprises at Fort Myers Beach, according to Guy Amazon. Sam Tringali is owner of the packing company.

Expected back from Amazon's Georgia plant at Valona about December 15 are three of the boats, *Atlantic*, *Pacific* and *Buckroy*. Amazon reports that this past season has been a good one.

McDowell Shrimp Co. boats will return to Fort Myers Beach by November 15 from Aransas Pass, Freeport and Brownsville, Texas, where they have been fishing during the summer.

More Sponge Divers Needed

In view of the improved sponge situation, Tarpon Springs would welcome more divers. For a year or more, the Tarpon Springs Industries Improvement Committee has endeavored to obtain skilled divers from Greece.

There are now five sponge boats working, as against 80 a few years ago, and it is reported that if ten additional divers were obtainable, five more vessels could start operating.

Recently-passed legislation would permit foreign sponge divers to come to the U. S. temporarily, and after working here for at least three years, they would be eligible to make application for citizenship.

Heavy Rains Affect Shrimping

Florida shrimp fishermen last month were beginning to feel the impact of recent heavy rains along the East coast at a time when red shrimp usually begin drifting into the coves and inlets along two miles of shrimp coast at Daytona Beach, and are blaming high fresh water from the rains for the disappearance of shrimp.

No one seems to know why these red shrimp begin appearing from now through late next Spring. The Oak Hill section is one of the few areas in the world which can count on the arrival of the red shrimp.

Gray and brown shrimp are plentiful with most operators hauling about 300,000 weekly from the Gulf coast.

New Shrimp Company in Operation

A new company, Island Shrimp Co., was scheduled to open November 1 at Fort Myers Beach in the building formerly occupied by Singleton Shrimp Co. Co-owners will be Peyton Mize and D. E. Watters. They will pack and buy shrimp.

Mize was owner of Columbia Fish Co., Inc. which burned last April. Watters Marine Supply Co. was located at Columbia and had been sold to Rothermel Marine Supply prior to the fire.

Fisheries Office to be Established

The U. S. Bureau of Commercial Fisheries will establish an office at St. Petersburg, to be headed by Seton Thompson. The agency is concerned with all aspects of commercial fishing, including development of new fishing grounds. Projects for the office force here to work on will be studies of new tuna fishing grounds in the Gulf of Mexico and research into oyster and shrimp fishing.

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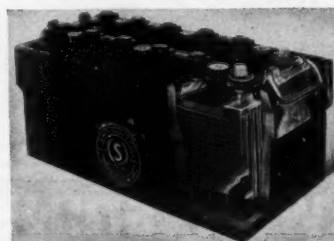
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Maryland Tonging Season Looks Quite Promising

Somerset County's 1957-58 oyster tonging season opened in September and up until late last month the season had been going along very well. The packers were expecting much activity as preparations were being made to take care of the Thanksgiving and Christmas rush orders.

Governor Theodore McKeldin of Maryland helped open the oyster tonging season in Holland Straits—a reserved area—on October 10, taking his first turn at using a pair of hand tongs. This particular area was the last major tonging area to go into operation and is regarded as the best natural oyster bottom in the state.

There are indications already that this year's production may be close to 3,000,000 bushels, which was the production figure in 1955-56. Last year's production dropped to 2,700,000 bushels, as a result of Hurricane Hazel in 1954.

Preparing for Dredge Season

Somerset County watermen along with those in other sections of tidewater Maryland have been busy recently readying their boats and equipment for the 1957-58 oyster dredging season which opened in certain areas in Maryland's Chesapeake Bay on November 1. The larger boats located in various tidewater sections have been scraped, painted and rigged for the opening of the season. Oystermen predict catches of from 50 to 60 bushels a day per boat.

To Check on Crab-Pot Operators

The Tidewater Fisheries Commission of Maryland is said to be developing plans to keep a closer check on the number of crab pots used in State waters, and the big feature of the tentative plan is said to call for issuing a buoy marker with a licensed number for each crab pot operated by a licensed crabber.

John P. Tawes, Chairman said his Commission is looking for an anti-fouling material which can remain in the water for several years without becoming defaced. It must be highly visible, even at night, and would have to be made available on the retail market at a reasonable price. It is understood that the Commission has asked several manufacturing companies to offer suggestions for improving crab pot buoys and buoy markers.

Current conservation regulations limit crabbers to one \$10 license which permits them to fish 50 crab pots. About 800 crabbers were licensed this season. The assigned license numbers painted on buoys by the crabbers now often are washed off within a few weeks. Furthermore, it is said, many of the boys are hardly visible and are a hazard to navigation. Crabbers could still make their own crab pot buoys under the new regulations being considered, but it is said the buoys would have to meet the regulations as to size, material and general design.

W. G. Tawes and Fishermen Die

W. Granville Tawes, 42, a Tidewater Fisheries Commission inspector stationed aboard the state boat *Potomac*, died suddenly last month in Baltimore. A native of Crisfield, he had been a member of the Tidewater Fisheries Commission for 15 years.

The 50-ft. power boat *M. B. Wright*, operated by Capt. Dewey Evans, 60, with his crewman John W. Evans, 25 (no relation), both of Crisfield, sank in the lower areas of Chesapeake Bay last month, carrying both men to their deaths.

The *Wright* had been operating between Crisfield and Horu Harbor, Va. and was said to be on a run carrying crab-pot bait to be distributed by Capt. Evans' brother, H. Glenwood Evans & Son in Crisfield.

North Carolina Expects Good Oyster Season

C. Gehrman Holland, state fisheries commissioner told the State Board of Conservation and Development last month that the outlook for a good oyster season in North Carolina coastal waters is good. He based his prediction on the survey made by Dr. A. F. Chestnut, director of the Institute of Fisheries Research at Morehead City, which indicated a good oyster catch during the present season.

These catches can be attributed, to a great extent, to the seed oysters planted by the Conservation & Development Department with the help of the Governor and Council of State in the oyster rehabilitation program. Commissioner Holland also told the board that the 1957 shrimp season has been better than last year and that indications are that the scallop season which opens December 1, will also be good.

Areas Closed to Oystering

The oyster season opened in the state the first of October, but certain areas in three counties remained closed. These were Carteret County: West Bay, North Bay and Turnagin Bay; Pamlico County: Jones Bay and Mouse Harbor, and Hyde County: Deep Bay and Deep Cove.

August Landings Better Than Year Ago

The August commercial catch of fish and shellfish in North Carolina totaled 13.4 million pounds, nearly 1.4 million pounds more than in the same month last year.

Leading species during August were menhaden, shrimp and hard crabs. These three items accounted for 90 percent of the month's total landings.

During the first eight months of 1957 landings totaled 97.1 million pounds, a decrease of 24.0 million pounds compared with the same period a year ago.

Early last month a party of fishermen landed nearly 4,000 pounds of mullet at Morehead City, on Bogue Sound. Included in the group were Cartland Guthrie, Kerthley Willis, Douglas Guthrie, Edward Fulcher and Woodrow Fulcher, all of Morehead City. During the same week hauls of mullet on the beaches were tremendous and at one point 40,000 pounds were reportedly taken in less than two hours.

Would Open Lockwoods Folly Inlet

Fishermen from Supply and Holdens Beach met recently in an effort to have Lockwoods Folly inlet opened up and stabilized. Present at the meeting were Col. H. C. Rowland, district engineer of the Corps of Engineers; Col. Harry Brown, director of the N. C. Hurricane Rehabilitation Program; Brunswick County Legislator, James Bowman; and Fred Whitaker, North Carolina Fisheries Assoc. executive secretary.

Georgia Shrimp Production Shows Good Increase

Although there are fewer shrimp fishing boats registered this year—348 as compared with 370 for 1956—shrimp production thus far this year is up 20 percent over the same period for last year.

Alvin Dickey, owner of the Camden Seafood Co., stated that October is the peak of the season for shrimp fishermen. A gale the week of October 18, however, kept the Dickey fleet in port a few days and the Miller Brothers fleet also was tied up.

Official statistics have been compiled for 1957 as far as September 1 and show that, despite an August setback, the total Georgia commercial catch of all types of seafood and salt-water fish was 10,792,200 pounds. Shrimp were produced mostly by McIntosh and Liberty Counties, with Camden and Glynn next.

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FOREIGN BAILINGS

NORWAY'S FISHERIES minister is urging a conversion to bigger and more modern fishing vessels for the Norwegian fishing industry. In a recent talk, he said that such a move was essential to facilitate participation in offshore and ocean fisheries. He stressed the need for reducing the number of fishermen and changing the methods of operation.

A SCOTTISH PLANT IS NOW processing raw fish filets by evaporating their water content under vacuum at a low temperature. The processing unit is capable of drying 675 pounds of white fish to a moisture content of 5 percent in about 6 hours. Reconstitution is made by immersing the filets in fresh cold water.

ST. PIERRE SCALLOP BANK discovered in July by the Fisheries Research Board of Canada is larger than an earlier report indicated. The larger of the two beds, previously reported to be 12 square miles, actually covers about 70 square miles. Catches made in the area were 15-25 bushels of whole scallops per 30-minute tow. The shells averaged 5 inches in diameter and the meats were large and firm.

NOVA SCOTIA, CANADA is the location of a plant that manufactures insulation from eel grass. The grass, a form of seaweed is common along the coast of North America and very plentiful in southwest Nova Scotia. A number of natural qualities make eel grass suitable for insulation. It will not burn or rot. It contains silica, salt, and iodine. Each blade holds millions of minute air cells which also make it valuable as a sound deadener. The price paid for the eel grass varies from \$21 to \$30 a ton depending on the distance the grass is hauled to the plant.

SOUTHEASTERN ALASKA fleet representatives met in October at Petersburg to agree to the changes they will recommend in the salmon and halibut fishing regulations.

Representatives from Ketchikan, Kake, Wrangell, and Petersburg voted to request a May 15 opening fifteen days later than the 1957 opening, for halibut fishing next year. They also opposed the proposal for a split fleet and the second halibut season each July.

BRITISH FREEZING at sea experiments with the trawler *Northern Wave* have shown that it is technically practical to freeze whole fish at sea in a converted modern distant-water trawler under all weather conditions, and that the freezing operation can be handled by members of an ordinary fishing crew.

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Gulf Dieselect Fuel goes into your tank as clean as when it left the refinery. That's because Gulf Dieselect is filtered right at the pump to remove harmful particles that can get into any fuel when it's in transit from the refinery. Particles as tiny as 60-millionths of an inch are screened out!

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For prompt ignition, smooth, even-burning power, ask your Gulf Marine Dealer about Gulf Dieselect Fuel. Ask him, too, about the other half of Gulf's "safety at sea" team: Gulfpride Marine H.D. Oil . . . super-refined by the Alchlor Process.

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YOU CAN'T BARGAIN WITH SAFETY

At the Rock of Ages granite quarry in Barre, Vermont, a derrick with a bucket platform is used to lower crews to the bottom of the 360-foot quarry. With the lives of scores of men at stake they know that they can...

...lower away in safety

You may not operate derricks carrying ten-man loads or 50-ton blocks of granite, but *safety should be just as important to you*. A "bargain" rope may save you money—but if it fails it may cost more than you bargained for. Buy rope on the basis of quality—buy Wickwire Rope.




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